REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,598.—New Series. BOMBAY:—MONDAY, JUNE 16, 1873. Subscription in Advance, { For a Year.....Rs. 42 / For Six Months ..Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

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Domestic Occurrences: Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship JAVA, 1,465 Tons, 180 H.P., Commander J. Avery, will be despatched on THURSDAY, the 26th June 1873, at 4 P.M.

Leave BOMBAY	June 1873. 26	Leave Negapatam	July 1873. 9
" Carwar	28	" Madras	11
	July.	" Coconada	13
" Narrakal	2	" Vizagapatam	14
" Alleppy	3	" Bimlipatam	14
" Tuticorin	4	" Gopanlpore	15
" Colombo	5	" False Point	16
" Galle	6	Arrive CALCUTTA	18

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz., from 17th May 1873, to the end of August, it is uncertain whether communication can be maintained with the ports of Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, and Alleppy, the Steamers will however call at these ports, weather permitting. Passengers for the Neilgherries can be landed at Naraikal, six miles north of Cochin whence they may proceed by back water to stations on the Madras Railway.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAROMERAH, and BUSREH.

The S.S. PUNJAUB, 1,079 Tons, 200 H.P., Commander T. Saunders, will be despatched on WEDNESDAY, the 18th June, 1873, at 2 P.M.

Leave BOMBAY	June 1873. 18	Leave BUSREH	July 1873 7
" Kurrachee	23	" Fao	7
" Guadur	23	" Koweit	7
" Muscat	26	" Bushire	9
" Bunder Abbas	27	" Linga	13
" Linga	29	" Bunder Abbas	15
" Bahrein	July 1	" Muscat	17
" Bushire	1	" Guadur	19
" Fao	3	" Kurrachee	23
Arrive BUSREH	4	Arrive BOMBAY	25

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will dispatch a Steamer twice a week to Kurrachee commencing on WEDNESDAY, the 28th May. During the S. W. Monsoon the Steamers will leave on WEDNESDAY and SATURDAY, and during the fair weather on FRIDAY and MONDAY.

The Steam-ship PUNJAUB, 1,079 Tons, 200 H.P., Commander T. Saunders, will be despatched on WEDNESDAY, the 18th June 1873, at 2 P.M.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander J. R. Gavin, will be despatched on SATURDAY, the 21st June 1873, at 2 o'clock P.M.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander G. Beyts, will be despatched on WEDNESDAY, the 25th June 1873, at 2 o'clock, P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.		3rd Class.
Aden	£22	£15		£6
Suez	36	22		8
Port Said	38	24		9
Alexandria	39	25	Including Wines.	9-10
Messina	50	34		14
Naples	50	34		14
Leghorn	50	34		14
Genoa	50	34		14
Marseilles (transhipment at Genoa)	52	35	Without Food.	14-10

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamer from Bombay :—

PERSIA, on TUESDAY, 1st July 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Arenta Rubattino Steam Navigation Company.
Bombay, 8th November 1871.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.

THE Steamer ARETUSA, 1,280 Tons, will be despatched for Trieste, via Suez Canal, on or about the 10th July 1873. This Steamer has only limited accommodation for a small number of Passengers.

RATES OF PASSAGE.

(Including a liberal Table, exclusive of Wine and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage.)

	Cabin.	Deck with Food.
To Trieste	£40	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, Elphinstone Circle, 10th June 1873.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders:—

Fares from Bombay to

Class.	Rewas.	Dhurmtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	3 0	3 0	2 8	2 8	3 0
Second Class	0 12	1 0	0 8	0 12	0 12
Third Class	0 6	0 8	0 4	0 6	0 6

The Rewas and Dhurmtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurmtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M., and Oolwa at 1 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

TAYLOR'S PATENT ROOFING TILES as used in the NEW GOVERNMENT BUILDINGS, Bombay. These Tiles are made of the finest clay and cheaper than corrugated iron, are light, hard, easily fixed, cool and water-tight, handsome in appearance, and everlasting in wear.

For prices and full particulars apply to

SCOTT, McCLELLAND, & Co.,
Sole Agents for Western India.

Elphinstone Circle, Bombay.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above, must not be confounded with

"EWBANK'S NAILS,"

the quality of which is so well appreciated as being far superior to that of any other make.

Dee Works:—NEWPORT, MONMOUTHSHIRE, ENGLAND.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 20th June, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. ORISSA, (1,646 Tons, and 300 H.P.) Captain W. Pentreath, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

GEO. F. HENRY,
Bombay, 13th June 1873. Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 16th June, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. MIRZAPORE, (3,763 tons and 600 H.P.,) Captain A. Parish, will be despatched as above, carrying H.M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 13th instant.

GEORGE F. HENRY, Superintendent.

Bombay, 2nd June 1873.

SALES BY AUCTION.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

THIS DAY, MONDAY, the 16th instant, at 2 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, at their Rooms :

7 Bales Grey Shirtings.
5 Cases Grey Dhoties.
2 Do. China Cloth.
3 Casks Wood Screw.
40 Cwt. Milled Steel.
Benares and Delhi worked Shawls and Ladies' Scarves.
1 Case colored Flannel.
100 Bundles Steelwire.
1 Case plated ware, consisting of Cruet Stands, sets of Spoons and Forks, Salvers, &c.
2 Cases Jockey Whips.
5 Boxes good Sherry.
On account of the Concerned.
70 cwt. Spelter.

SALE of valuable Landed Property, consisting of a large piece of land and the 2 Bungalows and outhouses standing thereon, situate at Bandora on the road leading from Bandora to Gorebunder or Bassein.

On TUESDAY, the 24th instant at 4 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction on the premises by order of the mortgagee and on account and at the risk of the mortgagor Mr. Rustonjee Postonjee Baxter, all that piece of freehold land, with the 2 bungalows, stables, and outhouses, and a well standing thereon, situate at Bandora on the north side of the Public Road leading from Bandora to Gorebunder or Bassein, and bounded on the east partly by the property of Manuel Antoee Do Monte and partly by that of Elias de Seal, on the west partly by the property of Manockjee Limjee and partly by that of Manuel Rodrigues, on the north partly by the property of Bernard Rodrigues and partly by that of Junas Bhundaree, and on the south by the said road leading to Gorebunder. The land contains by admeasurement 8,494 square yards or thereabouts, and registered in the books of the Collector of Taxes in the name of the said Rustonjee Postonjee Baxter.

Further particulars can be learnt and the plan shown at the office of the Undersigned.

CRAWFORD & Co.

Bombay, 16th June 1873.

DINSHAW HORMUSJEE AND COMPANY, No. 12, APOLLO STREET.

AUCTION SALE of Handsome Household Furniture, Glass, Crockery and plated ware, a full-toned, Walnutwood Grand Square Pianoforte, Carriage, &c., Clare Road, Byculla, No. 8, Bungalow next to Mrs. Lake.

Messrs. DINSHAW HORMUSJEE & Co. have been instructed to sell by Public Auction at the above-mentioned place, at 4 o'clock P.M., THIS DAY MONDAY, the 16th inst., all the handsome household furniture, &c., the property of Robert Walter Whitehead, Esq., (proceeding to Ahmedabad) the same comprises set of glass ware, dinner, tea, and dessert sets, plated ware, cutlery, &c., and the furniture, carved, blackwood, such as circular pier, side, dining tables, conversation couches, arm and easy chairs, round teapoys, chiffoniers, whatnots, screens, writing tables, dressing and wash hand tables, sideboard, walnutwood square pianoforte (by Schiedmayer and Soehne) pianostool, large four post bedstead, camp cots, bathing tubs, dispense table, water filter, single and double towel horses, gram chests, double and single light plate hanging argand lamps, table lamps, table candlesticks, double barrel gun, green house, with cage, rolls of oil floor carpet, table ornaments, flower tubs, and pots with trees, &c.

At 2 P.M.

One English-built double seated miniature Brougham, with lamps, role and shafts by Modley, nearly new.

One English-built double seated Phaeton with shaft.

No Catalogues and the property is now on view.

AUCTION SALE OF VALUABLE LANDED PROPERTY, situate in the Nanabhai Bomanjee Street, within the Fort of Bombay.

Messrs. DINSHAW HORMUSJEE & Co. will sell by Public Auction, on WEDNESDAY, the 18th day of June, at 4 P.M., on the premises, at the in truction of Mr. Cursetjee Cowasjee, the mortgagee, on account and at the risk of the mortgagor, Mr. Cursetjee Framjee, under and by virtue of the power of sale contained in an indenture of mortgage, bearing date the 13th day of April 1870, the valuable Landed Property hereinunder described, viz.,

All that piece or parcel of land or ground with the messuage, tenement or dwelling-house, built and standing thereon, situate, lying and being within the Fort of Bombay, in Nanabhai Bomanjee Street, in the sub-district of Fort and Colaba, admeasuring (53 1-9) fifty-three and one-ninth square yards or thereabouts, assessed by the Collector of Assessment under No. 464, bounded on the east by the house of Mr. Nowrojee Rustomjee, on the west by the house of Mr. Bomanjee Dadabhoy, on the north by the public road, and on the south by a public road also.

Further particulars may be made known, on reference being made to the undersigned.

DINSHAW HORMUSJEE & Co.

Bombay, 16th June 1873.

NEW ADVERTISEMENTS.

BAPTY'S BREAD, is sold at 10 lbs. for the Rupee, and is known as the cleanest and purest Bread in Bombay.

CABIN BISCUITS Rs. 13 and 15 per cwt. SHIP BISCUITS (reduced price) Rs. 11 per cwt. Superfine Flour, in 28 lbs. tins, Rs. 2-12-0; per cask, 196 lbs., Rs. 26.

Bran 10 annas per maund.

BAPTY'S PASTRY is acknowledged to be the best in Bombay. Try BAPTY'S fresh ROYAL BISCUITS.

55 Falkland Road, and 2 Meadow Street, Fort, Bombay.

CENTRAL ASIA.

SKETCH MAP of the COUNTRIES between HINDUSTAN and the CASPIAN SEA ..... Rs. 2

THACKER, VINING, & Co.

FRENCH NOVELS.—A fresh supply of New and Standard FRENCH NOVELS just received, including Paul de Kock, H de Kock, Balzac, Eugene Sue, and other popular Authors.

THACKER, VINING, & Co.

THACKER, VINING, & Co.

NEW BOOKS.

	Rs. a.
Re l Cotton Night Cap Country, by Robert Browning	5 12
Australia and New Zealand, by Anthony Trollope. 2 vols	22 8
Alexander's Bush-fighting in the Maori War	10 0
Tolbort's Conflict of Studies and other Essays connected with education	6 12
Goulburn's Holy Catholic Church	4 0
The Bridal Bouquet, morocco	26 4
Kerr's Land of Ind	3 4
The Cream of "Fun"	0 10
Weale's Series—Guide to Australia	1 8
Tasmania	1 4
Newbery on the Criminal Procedure Code	16 0
Dalton's Ethnology of Bengal. Illustrated	63 0
Cunningham's Reports in the Archeological Survey of India. Vol. 2	20 0
Romanjee Dossabhoy's Idiomatic sentences in English, Guzerati, Hindustani, and Persian	12 0
Huxley's Critiques and Addresses	6 12
Figuier's Reptiles and Birds. Cheap edition	4 12
Health in India, with Hints on returning Home, by Dr. G. Y. Hunter	2 0
My Diary at the Punjab Camp of Exercise, with Map	3 0
Glimpses of Life in Victoria	7 8
Selections from Chas. Kingsley's Works	3 12
Delamotte's Art of Sketching from Nature	40 0
Drury's Useful Plants of India	19 0
Addison's Law of Torts. New edn	27 12
Simmons on Court Martial. New edn	9 8
Cargill on Strains of Bridge Girders and Roof Trusses	7 12
Treatise on Electricity and Magnetism—Clarendon Press Series	20 0
Eattigan on the Hindu Law of Adoption	5 8
Idomatic Sentences on English, Hindustani, and Guzerati.	5 0
Koble's Christian Year. New illustrated edition	3 4
Muster's At Home with the Patagonians. Cheaper edition.	4 12
Verne's Twenty Thousand Leagues under the Sea	6 12
Miss Yonge's Pillars of the House, Vol. I	3 4
Plautus' Ancient Classics for English Readers	1 8
Ward's Knapsack Manual for the Sportsman in the Field	3 4
Helmholtz's Popular Science Lectures	7 12
Piddington's Sailors' Horn Book. Cheaper edn	6 12
Bain's Mental Science	4 0
Over Turf and Stubble, by "Old Calabar"	4 12
Old Kensington, by Miss Thackeray	10 0
Annual Register, 1872	11 4
Frome on Surveying, by Warren	10 0
Guizot's History of France. Vol. 2	15 0
Molesworth's History of England. Vol. 3	9 8
Gordon's Lessons in Hygiene and Surgery, from the France-Prussian War	6 12
Clarke on Diseases of the Tongue	7 12
The Practitioner. Vol. 9	6 12
Woodward's National Architect	37 8
Bowen's Present Condition of Muhammadanism in India	1 4
Richard's Operator's Hand Book of Wood Working Factories and Machinery	3 4
Eastern Legends and Stories in English Verse, by Lieut. Norton Powlett, R.A.	4 0
Transactions of Social Science Association, 1872	7 8
Atchley's Builder's Price Book	2 4
The Depths of the Sea, by Dr. Wyville Thompson, of the "Challenger" Expedition	20 0
Cassell's Book of Birds. Vol. 4	6 12

THACKER, VINING, & Co.

NEW ADVERTISEMENTS.

FOR KURRACHEE.

THE Barque LIMERICK LASS, 505 Tons, Captain Teavon, will be despatched to the above Port on the 22nd instant. For Freight apply to the Undersigned.

STEARNS, HOBART, & Co.

Bombay, 14th June 1873.

GRANT ROAD THEATRE.

MONDAY EVENING, 23RD JUNE.

FOR THE BENEFIT OF

Mrs. BENNEE,

KINDLY ASSISTED BY GENTLEMEN OF THE BOMBAY AMATEURS.

GRANT ROAD THEATRE

THE POSTPONED PERFORMANCE OF THE KALIDAS ELPHINSTONE SOCIETY, ON MONDAY, THE 16TH JUNE 1873.

ROMEO AND JULIET

AND

THE ILLUSTRIOUS STRANGER.

REDUCED PRICES.

SHERIFF'S PROCLAMATION.—HIGH COURT.

Suit No. 707 of 1872.

GUJA PREMA, JUGA JETHA, ROOPA PREMA, HUCKMA LUCKHA, and VUNA RAMA, all of Bombay, Hindoo Inhabitants, trading together in partnership under the name and style of GUJA PREMA and COMPANY, at No. 81, Pallow Road, in the City of Bombay ..... Plaintiffs.

vs.

PURSHOTUM JANARDHUNJEE, of Bombay, Hindoo Inhabitant, residing at No. 68, Pallow Road, in the City of Bombay ..... Defendant.

It is hereby proclaimed and notified, that on MONDAY, the 30th day of June, instant, at 12 o'clock noon, (under and by virtue of a Warrant for Sale of moveable property issued on the 8th day of May last, in the above suit,) will be put up for SALE by PUBLIC AUCTION, in the Office of the SHERIFF of BOMBAY, the undermentioned MOVEABLE PROPERTY of the abovenamed Defendant :—

Consisting of Household Furniture, cooking utensils, &c., &c. It was ordered that the Defendant should pay to the said Plaintiffs the sum of Rs. 3,17 -10-7, for debt and interest and the costs of this Suit when taxed, and further interest upon the amount of said Judgment at six per cent. per annum from the date of the said Decree until payment.

The Sale will extend only to the right, title, and interest of the said Defendant in the above specified property.

Each lot to be paid for at the time of sale.

For further information apply at the Office of the Sheriff of Bombay.

T. G. HEWLETT,
Sheriff of Bombay.

Bombay, Sheriff's Office, 14th June 1873.

Mr. MUNSUKHLAL M. MUNSHI,
Plaintiffs' Attorney.

THE FOLLOWING

IS AN

EXTRACT FROM A LETTER

dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts :—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

Remaining, Gentlemen, yours very respectfully,

To the Proprietors of L.S.
NORTON'S CAMOMILE PILLS, London."

J. NEUBERG,

GENERAL MERCHANT AND COMMISSION AGENT, BOMBAY.

FOR SALE, A LARGE CONSIGNMENT OF

LITHOGRAPHIC STONES

OF VARIOUS SIZES.

SEWING MACHINES.

WHEELER AND WILSON'S

LOCK-STITCH SEWING MACHINES.

WHEELER AND WILSON'S

HAND SEWING MACHINES.

HARMONIUMS,

BY RIETHEIMER OF STUTTGART.

Solid Oakwood Case, made to stand the Climate of India. These Harmoniums have an arrangement for excluding rats and vermin from the interior, from Rs. 175 to Rs. 600.

PRICES ARE FIXED EXTREMELY LOW TO ENSURE A SPEEDY SALE.

TABLE COVERS,

OF THE LATEST PATTERNS,

TO BE SOLD AT COST PRICES TO CLEAR THE STOCK.

TABLE LINEN,

COUNTRY MADE TABLE CLOTHS AND NAPKINS TO MATCH,

OF VARIOUS SIZES.

CROSSE AND BLACKWELL'S OILMAN STORES.

TEA.

SOUCHONG, Fine, in Boxes of 7 lbs. each, Rs. 8-8 per box.

GUINNESS' STOUT,

BY SPARKES AND MOLINE,

Quarts in Original Cases of 4 doz., per doz	Rs. 6 0
" in single dozens	" 6 4
Pints in Original Cases of 8 doz., per doz	" 4 0
" in single dozens	" 4 4

MEERSCHAUM PIPES,

OF VARIOUS SIZES AND PATTERNS.

MILO'S CLAY PIPES,

OF ASSORTED PATTERNS.

J. NEUBERG.

FOR SALE.

FOR SALE, a nearly new PIANO by Broadwood, the property of a Gentleman, to be SOLD CHEAP.—Apply to

JAFFER SULLIMAN & Co.

Also all information regarding BUYING and SELLING HORSES and CARRIAGES, &c., can be obtained from the Undersigned.

JAFFER SULLIMAN & Co.

FOR SALE AT THIS OFFICE.

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

FOR SALE,

AT THE "BOMBAY GAZETTE" PRESS.

BOOK-BINDERS' SAW-BENCH.—This Machine is for sawing the backs of Books; and it is arranged for foot or steam power. Price Rs. 175, including seven Circular Saws and various-sized Washers for changing every quarter of an inch.

FOR SALE, at the "BOMBAY GAZETTE" OFFICE, under the authority of the Bombay Chamber of Commerce,

THE AMENDED FORM OF BILL OF LADING

For Steamers from BOMBAY to LIVERPOOL via the SUEZ CANAL, as sanctioned by the Bombay Chamber of Commerce, at their Meeting on the 28th August 1872. Price per 100 Copies, Rs. 4; 50 Copies, Rs. 2-8; 25 Copies, Rs. 1-4; and for single Copy, One Anna.

THE "TIMES OF INDIA" BOMBAY CALENDAR AND DIRECTORY FOR 1873.

Price Rs. 8 (Cash); by Post Rs. 8-11.

Credit Price Rs. 9.

ALSO,

THE "TIMES OF INDIA" BOMBAY CALENDAR, &c., &c SMALL EDITION.

Price Rs. 1-8 (Cash); by Post Rs. 1-12.

FOR SALE,

INDIA TO ENGLAND BY THE LEVANT AND THE DANUBE.

Reprinted from the *Bombay Gazette*.

Price—ONE RUPEE.

May be had at the *Bombay Gazette* Office, and from Messrs. Thacker, Vining & Co.

FOR SALE,

AT THE "BOMBAY GAZETTE" OFFICE.

LITHOGRAPHIC STONES.

RED PRINTING INK

AND

PRINTERS' VARNISH.

ALSO,

SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.

Apply to the Manager, *Bombay Gazette* Office, Fort, Bombay.

NOTICES.

ORGAN CONCERT.

The next CONCERT at the TOWN HALL will take place on TUESDAY, 17th June, at 6 P.M. Tickets, price One Rupee each, obtainable at Messrs. SOUNDY, BRESLAUER, & Co., and Messrs. THACKER, VINING, & Co., and at the Doors.

A LADY and GENTLEMAN having a residence in the best part of the Fort, open to the breeze from all quarters, can ACCOMMODATE TWO GENTLEMEN with Board and Lodging, or Board only. References given and required. Address W. G., Office of *Bombay Gazette*.

NOTICE.—The Undersigned, with a view to concentrating their business, having DISPOSED of the BRANCH in POONA to Ms. B. PHILLIPS, their former Manager in that place, beg to request that all Orders or Communications intended for them be addressed to their Head Establishment as below.

D. S. KEMP & Co.,
7, Elphinstone Circle, Bombay.

NOTICE.—The RIGHT of SELLING LIQUOR, BHANG, and GANJA, in the KHANDEISH COLLECTORATE, for the year commencing 26th August 1873, will be SOLD by PUBLIC AUCTION in the Collector's Cutchery, at Dhoolia, on the 30th June 1873.

A deposit of ten per cent. will be required at the time of sale.

J. MOORE,
Acting Collector of Khandeish.

Khandeish Collector's Office, Camp Dhule, 9th June 1873.

In the matter of the Indian Companies' Act X. of 1866, and of the OOMRAWUTTEE PRESS COMPANY, Limited.

NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS will be HELD on SATURDAY, the 21st day of June 1873, at 12 o'clock in the noon, at the Registered Office of the Company, No. 5, Rampart Row, Bombay, for the purpose of passing the Final Accounts of the Liquidators, showing the manner in which the winding-up has been conducted and the property of the Company disposed of.—Dated this 10th day of June 1873.

MICHAEL R. DE QUADROS, SADANAND BALCRISHNA, } Liquidators.

In the matter of the Indian Companies' Act X. of 1866, and of the BHOWNUGGUR PRESS COMPANY, Limited.

NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS will be HELD on SATURDAY, the 21st day of June 1873, at half past 12 o'clock P.M., at the Registered Office of the Company, No. 5, Rampart Row, Bombay, for the purpose of passing the Final Accounts of the Liquidators, showing the manner in which the winding-up has been conducted and the property of the Company disposed of.—Dated this 10th day of June 1873.

MICHAEL R. DE QUADROS, SADANAND BALCRISHNA, } Liquidators.

In the matter of the Indian Companies' Act X. of 1866, and of the BHOWNUGGUR PRESS COMPANY, Limited.

NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS will be HELD on SATURDAY, the 21st day of June 1873, at 1 o'clock P.M., at the Registered Office of the Company, No. 5, Rampart Row, Bombay, for the purpose of passing the Final Accounts of the Liquidators, showing the manner in which the winding-up has been conducted and the property of the Company disposed of.—Dated this 10th day of June 1873.

MICHAEL R. DE QUADROS, SADANAND BALCRISHNA, } Liquidators.

THE GREAT EASTERN SPINNING AND WEAVING MILLS, LIMITED.

धी ग्रेट ईस्टरन स्पीनींग तथा वीविंग मीलथ, लीमीटेड.

NOTICE.—The ADJOURNED MEETING of the SHAREHOLDERS of the above Company will take place at the Office of the Company, No. 7, Hummum Street, on MONDAY next, the 16th instant, at 3 P.M.

By the Order of the Chairman,

B. CASSINATHJEE, Secretary.

G. E. S. and W. M. Office, No. 7, Hummum Street, Bombay, 10th June 1873.

ROYAL INSURANCE COMPANY.

REDUCTION OF RATES OF FIRE PREMIUMS.

The Undersigned are prepared to accept RISKS on PIECE GOODS, TWIST, MEDALS—at other non-hazardous Goods in the European part of the Fort and Colaba, at rates showing a reduction in some cases of over 20 per cent. on those formerly charged

CAMPBELL, MITCHELL & Co.,
Agents Royal Insurance Company.

Bombay, 30th May 1873.

ROYAL EXCHANGE ASSURANCE CORPORATION.—Policies covering the risk of Fire on Merchandise and buildings in Bombay are issued by

REMINGTON & Co.,
Agents, Royal Exchange Assurance Corporation.

Bombay, 16th August 1869.

THE LIVERPOOL and LONDON and GLOBE INSURANCE COMPANY.

Policies of Insurance against Fire, upon Dwelling Houses and other Buildings in both the European and Native parts of the Island of Bombay, continue to be issued by the undersigned on behalf of the above Company.

The rate on Pucka-built Bungalows situated outside the Fort of Bombay, or in any part of the Bombay Presidency, is now reduced to (6) six annas per cent. per annum.

RITCHIE, STEUART & Co.

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

NON-FORFEITABLE POLICIES, BY A LIMITED NUMBER OF PAYMENTS.

For full particulars of this popular system of Assurance see the Company's Indian Prospectus, which with any further information may be obtained on application to any of the Agents of the Company, or to

C. J. WALLIS,
Manager for India.

BOMBAY SCOTTISH EDUCATION SOCIETY.

BYCULLA SCHOOL—PAREL ROAD.

Head Master—Mr. James McDonald, Head Mistress—Mrs. McDonald, } With Assistants.

FORT SCHOOL—51, HORNBY ROW.

Head Master—Mr. John Knox Ingles, A.M. Edin.) Head Mistress—Miss Wartenby, } With Assistants

Music Master—Mr. Joseph Schmuck.

D. C. BOYD, JOHN PATON, } Honorary Secretaries.

Bombay, 1st January 1873.

THE "IN STATU QUO" CHESS-BOARD.

Tourists and Travellers will find this a most welcome companion. By the action of a spring, all the men may be fixed upon their respective squares, so that the game may at any time be discontinued and the Board folded up without disturbing the pieces. It is strongly made and very portable. Price Rs. 25.

Chessmen Board, Backgammon, Playing Cards, Bezique, &c., &c.

THACKER, VINING, & Co.

THE COMPENDIUM OF GAMES.

An unfailing resource for amusement to Travellers and Outstation Residents; contains Backgammon, Bezique with Pocket Guide and Markers complete, Chess, Counters, Cribbage Board and Pegs, Dice and Boxes, Dominoes, Draughts, 2 Packs of Cards, Pocket Laws of Whist, Race and Steeple-chase Games, and pair of Whist Markers. The whole enclosed in a strong well-finished polished mahogany case with lock ..... Rs. 65

Cash ..... " 5

New design in beautiful Walnut or Coromandel wood case, suitable for presentation ..... " 85

Cash ..... " 76

THACKER, VINING, & Co.

BRISTOL'S SARSAPARILLA

IS prepared in the most scientific manner, by thoroughly educated Chemists and Druggists, who have had many years' experience. It is not a simple extract from one article, but is compounded of extracts from a number of Roots, Herbs, Barks, and Leaves, all of which are possessed of some particular virtue or power in curing the diseases that have their source in the blood and humours; and these different vegetable extracts are combined in such a way as to retain, in its full strength, the special curative properties possessed by each. The root of the Sarsaparilla plant, found in Honduras, is that which we use in this preparation; it is the kind which all medical men esteem most. About fifty per cent. of Bristol's Sarsaparilla consists of this concentrated extract, the remainder, as above stated, being composed of extracts from other powerful, cleansing, and healing vegetable substances. It does not contain anything that is dangerous or injurious to health, and in this, as in nearly every other respect, is entirely different from all other preparations sold under the name of Sarsaparilla.

By having our own agents at the places where the various roots, drugs, herbs and plants, composing our medicines, are produced, we are enabled to exercise that constant care in selection which insures uniformity of excellence; and we spare no money and no effort to procure the best—and only the best—of every article entering into their composition; and it is with the most abiding confidence we say, to the sick of all nations and all countries, that in Bristol's Sarsaparilla you have a remedy more reliable than any before offered to you, and which will not disappoint you in the cure of

Salt Rheum, Tetter, Scald Head,
Nervous and General Debility,
Old Sores, Ulcers, Tumours,
Abscesses, Boils, Eruptions,
Scrofula, or King's Evil,
Female Derangements,
White Swellings,
Fever and Ague,
Chills and Fever,
& Dumb Ague.

As a means of building up the constitution that has been broken down by the excessive use of Mercury, Iron, or other Minerals, our Sarsaparilla will be found most excellent, and can be administered with safety to the weakest patients. As a purifier of the blood and humours, in the Spring and early Summer, it will be found unfailing. It can be taken freely at all seasons, rainy or dry. For some of the above diseases, the use of the Sarsaparilla must be continued a considerable time, especially for those that are hereditary or constitutional in their nature—such as Scrofula: but a faithful compliance with the directions will always relieve and mitigate, and in a great majority of cases will effect a complete cure. It will also be found, in all of the above diseases, that a cure will be greatly hastened by using our Bristol's Sugar-coated pills, in moderate doses, in connection with the Sarsaparilla; they carry off large quantities of morbific or diseased matter set free in the system by the Sarsaparilla, and in this way facilitate the return of normal functional operations.

FOR SALE AT

Messrs. TREACHER & Co.,
AGENTS FOR WESTERN IN

COMMERCIAL INTELLIGENCE.

SATURDAY, 14TH JUNE 1873.

In sterling Exchange there is no alteration in rates, and business for the mail will open on Monday. Government Securities remain unaltered at our quotations.

Bank Bills, 6 months' sight ..... 1s. 11d. to 1s. 11 1/16d.
Credit Bills, do. ..... 1s. 11 3/16d. to 1s. 11¼d.
Documents, do. ..... 1s. 11¼d.
Bank Bills, 3 months' sight ..... 1s. 10½d. to 1s. 10 11/16.
Credit do. ..... 1s. 10 27/32d. to 1s. 10 ¾d.
Documents, do. ..... 1s. 10 15/16d.
Bank Bills, demand ..... 1s. 10¾d. to 1s. 10 7/16d.

On Calcutta Bank Bills, 60 days' sight. 99⅞
Do. demand..... 100 3/16

On Madras, 30 days' sight ..... 99½ nominal.
Do. demand..... par.

On China House Bills, 60 days' sight, 231 to 231½.

GOVERNMENT SECURITIES.

Five-and-a-half per cent. 110½
Four & half per cent. 103½
Four per cent. ... ...103½ to 103¾
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1866-67 ... ...103½
15 years' Debenture Loans 102½
10 years' do. do. 105
5 years do. do. 103
Six per cent. Municipal Loan House Rate ...112
Do. Do. Market Rate 112
New French Loan 5 per cent, fully paid up of 1871 and 1872 92
New French Loan instalment paper of 1872... ...94
Paris Municipal Loan (Debenture Rs. 117) per Bond ....115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand			4½ per cent.
Fixed Loans on	do.	to 3 months'	5½ ,,
Do.	do.	over 3 do.	6½ ,,
Do.	on Merchandise		7½ ,,
Cash Credit	do.	to 3 months'	6½ ,,
Do.	do.	over 3 do.	6½ ,,
Do.	do.	.....	7½ ,,
Bank Bills			6½ ,,
Mercantile Paper			6½ ,,

PRICES OF BULLION, &c.

Sovereigns, each ... ...Rs. 10-8-6
Carolus 200
Mexican Dollars 222
Five-Franc Pieces 221½
Bar Silver... ... ... 107½ to 107¾
Gold Leaf 16-11-6
Bar Gold 10 oz. English 100 touch 16-14
Australian Gold ... ... 100 touch 16-13

FREIGHT REPORT.

SATURDAY AFTERNOON.

NOTHING doing. Rates quite nominal except by steamers, which are firm. The Ireland has been chartered to load from Madras to London, and the Janet Court has been ordered to Calcutta.

London	Cotton	No ships.
	Cases	
	Seeds	
Liverpool	Iron Ships Cotton	£2 0s. 0d.
	Wooden Ships ,, ...	£1 17s. 6d. £2 0s. 0d.
	Myrabollams	£1 10s. 0d. nominal.
	Coir bills	£0 15s. 0d. nominal.
	Seeds	£1 17s. 6d.
Havre ...	Cotton.....	£3 0s. 0d.
	Coffee	

Overland Steamers—

Venice		£3 0s. 0d. nominal.
Trieste		£3 0s. 0d. ,,
Liverpool		£3 0s. 0d. ,,
Havre Cotton		£3 3s. 9d.
Liverpool via Suez Canal ...	Wheat	£2 5s. 0d.
	Seeds	£2 5s. 0d.
	Cotton	£2 5s. 0d
China ...	Steamer Cotton	Rs. 20 to 25 per ton.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 6 per bale nominal.
Calcutta ...Salt		Rs. 3½ per ton.
Calcutta to Bombay		Rs. 15 Port charges.
Mauritius		Nothing doing.

BOMBAY BILL AND STOCK LIST.

SATURDAY AFTERNOON.

INQUIRIES for Colaba and Bank of Bombay shares continue at quoted rates. Spinning shares closed firm. Press shares dull.

BANKS.

No. of Shares	Nomi. value ₹ sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	82
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,420
10,000	500	all	5 p.ct.	Do of Bombay New ..	7,750
16,000	500	100	5 p.ct.	Do 2nd Rs. Issue	395½
5,250	1,000	all	3 p.ct.	Do of Madras	1,120
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. L. & China	275
40,000	251	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
80,000	250	125	4 p.ct.	National Bank of India.	112
2,000	250	all	12 do	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	21 9-20	p.c	G. I. P. Railway Consolidated Stock	237
.....	£20	10 9-16	do.	Do. New £20 Shares	196
.....	£20	13 1/16	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19 5-16	do.	Do. New Shares	

LAND COMPANIES.

4,000	3,000	all	Rs. 77	Colaba Land Co.....	1,575
9,000	150	all	Nil.	Prere Land & Pier Co. Ld.	102
750	2,000	2,000	31p.c.	Mazagon Land	945
1,000	1,000	all	15p.c.	Port Canning Land Company, Limited	450

SPINNING AND WEAVING COMPANIES.

401	2,000	1,700	150p.c.	Albert Mills Co.....	2,000
500	1,250	all	30p.c	Alexandra Spinning	1,415
5/8	2,500	all	100*	Alliance Spinning	2,630
300	2,000	500		Bhownuggur M. & P. Co.	450 pm.
100	5,000	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	1,105
1,600	150	150	25*	Broach Mills	240
2,500	2,000	all		Dhurumsey Spinning.....	1,525
120	2,000	all	200p.c	Great Eastern	2,300
750	1,000	all		Jewraj Ballo Mills	1,110
2,500	1,000	all	140p.c	Manockji Petit's	1,185
200	1,000	a	10 p.c	Morarjee Spinning	1,140
800	2,500	all	150p.c	Oriental	3,120
600	2,500	2,400	216p.c	Royal	2,300
500	1,000		...	Shoondercie Spinning.....	1,300

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	150 p.c	Akbar Cotton Press Co...	1,900
200	2,000	1,100	150do.	Albert Co. Kurrachee.....	825
100	5/0	all	10p.c	Albert King Co.....	500
250	3,000	838	Nil.	Alexandra Press Co.....	240
150	12,000	11,000	100 p.c.	Apollo Press Co.....	6,700
200	2,000	all	200p.c.	Bombay Press Co.....	1,500
200	500	all	50 p.c	Do New.....	375
350	1,000	1,000	100 p.c	Broach Cotton Co	80
100	1,500	...	...	Carwar Company.....	1,100
500	1,888	all	40 *	Colaba Press Co.....	5,500
350	2,000	all	250p.c.	East India Press Co.....	2,400
150	8,500	all	500 *	Fort Press Co.....	6,650
300	2,000	1,200	75 p.c	Framjii Cowasji Ppess Co.	625
300	1,000	all	200 p.c	French Press Co	725
200	6,000	6,000	225 p.c	Hydraulic Press Co.....	1,200
250	5,000	1,462	75 p.c	Imperial Press Co	850
200	400	350	42½ p.c	Mofussil Press & G. Co...	670
120	2,500	all	250 p.c	Prince of Wales Press....	2,100
200	1,000	250	...	Sassoon's Press Co.....	400
400	800	750	135 p.c	Scinde Press Co.....	460
100	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited...	1,075
225	2,000	1,000	Rs. 80	Victoria Press, Madras...	1,080xd
170	850	all	8 p.ct	Vic. Cot. Gin & Press Co.	1,000
450	1,000	...	...	Volkart United Press Co..	925

* Per share for the half year.

MISCELLANEOUS.

.....	2,500	1,500	100p.c.	Bombay Burmah Trading Corporation	1,325
1,000	50	all	45p.ct	Bombay Gas Company ...	68
500	500	300	15 p.c.	Landing and Shipping Co. of Kurrachee Ld...	150
2,130	200	100	7 p.c.	Malabar Company Ld....	100
1,000	50	all	12 p.c.	Mechanics B'ld'gs Co. ...	28
2,000	500	all	45 p.c.	Preacher & Co	395
2,000	250	all	40 p.c.	Viegas Patent Slip Co ...	60

BANKS IN LIQUIDATION.

			Date of L'dation.		
.....	95	19½	...	Bank of China.....	1
.....	250	2	Mar. '68	Central Bank.....	1
.....	...	...	...	East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula.....	1
.....	200	70½	May '67	Royal Bank	2

SALES AND PURCHASES.

PIECE GOODS.

The market on Saturday closed quiet but steady without any change in rates. The demand for the interior continues very unsatisfactory, and consequently the business passing from first hands is extremely small. The following sales are reported to have been made by European firms on Saturday :—

750	pieces Grey Shirtings	45 in. 39 yds, 8 lbs.	at Rs. 5	2 0
500	,, ,,	45 ,, 39 ,, 9 ,,	at ,, 6	6 0
1,000	,, White Jaconets	40 ,, 20 ,,	at ,, 2	4 3

COTTON.

The market on Saturday closed quiet, with a very slow demand. We have, however, no quotable change to report in prices. The undermentioned purchases are reported to have been effected by European firms on Saturday :—

50	candies New	Bhownuggur W.S.	at Rs.	195
50	,, ,,	,,	at ,,	207
25	,, ,,	Wudwan	at ,,	203
25	,, ,,	Veerawul	at ,,	180
25	,, ,,	,,	at ,,	179½
25	,, ,,	Veerumgaum	at ,,	192
25	,, ,,	Kuranja	at ,,	240

In Yarns and Metals no sales have come to our notice.

SHIPPING.

ARRIVALS.

June.	Vessel.	Commander.	From.
14	Sanspareil	Purdy.....	Newcastle, Feb. 15.
	Hydree	Ashton	Jeddah, May 12.
15	Sir John Lawrence s.	Baldwin	Cochin, June 7.
	Teazer	Nacoda	Jeddah, May 12.

DEPARTURE.

June.	Vessel.	Commander.	Destination.
14	India (s)	Henderson ..	Kurrachee.

The ship Augustus, Raynes, for Liverpool, obtained her port clearance on Saturday last.

The following vessels were entered out for loading on Saturday last :—

Steamer Orissa, for Aden and Suez, &c.
Ship Knight Companion, for Liverpool.

HOOGHLY.

ARRIVAL.

June 11 Arcturus (s)..... .....Theakstone ...Liverpool, May 8.

MADRAS.

ARRIVALS.

June			
11	Peshawur (s)	.....	Suez.
	Meinam (P S).....	.....	Calcutta.

MILITARY.

ARRIVALS.—JUNE 12.

Remington, Captain, Staff Corps, on duty, from Surat.

JUNE 13.

Trestrail, Surgeon Major, H. M.'s 19th Regiment N. I., from leave, from Khandalla.

JUNE 14.

Anstruther, Captain, 108th Regiment, on sick leave, from Jhansie.

DEPARTURES.—JUNE 14.

Toole, Captain, Quartermaster Deolalee Depot, on duty, to Deolalee.
Russell, Captain, Staff Corps, on duty, to Kattywar.
Meurant, Major, Commandant, Deolalee, on duty, to Deolalee.
Goldie, Captain, Madras 20th Regiment, to join, to Nagpore.

JUNE 16.

Swinhoe, Captain, Sub-Assistant Commissary General, on duty, to Poona.

DAILY IMPORTS.—14TH JUNE.

FROM LIVERPOOL.

Muriel, s, 50 cases yellow metal sheets, Campbell, Mitchell & Co.
Cella, s, 100 bundles iron sheets, H. Allibhoy & Co.
Duxford, 50 kegs lead ore, M. Nusserwanjee Sons & Co ; 36 boxes bar soap, M. Budroodin ; 25 barrels fire clay, H. Allibhoy & Co.
Knight Companion, 76 boxes bar soap and 8 cases slates, E. Noorbhoy.

FROM LONDON.

Elgin, s, 48 cases champagne, and 6 cases clock, B. M. Punthukey ; 7 bales papers, R. Knight & Co ; 20 cases geneva, H. Pestonjee and Sons ; 15 cases thread, B. Sasha & Co ; 20 cases brass sheets, B. Shapoorjee.
Janet Court, 20 casks glassware, K. Pudomsey ; 200 casks pale ale, M. Nusserwanjee Sons & Co ; 15 cases brandy, E. Rustomjee Moody.
Parana, 1 puncheon ale hol and 2 butts sherry, M. B. Settna.

FROM GLASGOW.

City of Dublin, 12 cases sherry, Finlay, Muir & Co.

DAILY EXPORTS.—14TH JUNE.

FOR LIVERPOOL.

Gardner Colby, 94 bales cotton, M. Pragjee & Co ; 33 bales cotton, P. Chapsy & Co.
Pocohontas, 89 bales rags and 15 bales ropes, M. Ramjee.
Glen Maiden, 100 bales cotton, C. Ludha ; 88 bales cotton, G. Futtychund ; 1,500 bundles coir yarn, S. Pudumsee.
Sandringham, 82 bales cotton, F. Sands & Co ; 73 bales cotton, Killick, Nixon & Co.
Centurion, 100 bales cotton, H. Clason & Co.
Caldew, 1,000 bales cotton, N. Kessowjee & Co.
Eleano, 200 bales cotton, Killick, Nixon & Co.
Timor, s, 1 bale hides, A. Mohideen & Co.
Cella, s, 350 bags wheat, W. Nicol & Co ; 325 bales cotton, D. Rutonsey ; 112 bales cotton, N. Manockjee & Co.
Redewater, s, 118 bales wool, Finlay Scott & Co ; 100 bales cotton, Stearns Hobart & Co ; 6,000 bundles coir yarn, D. Khemjee.

FOR LONDON.

Orissa, s, 12 bundles hides, H. Daya ; 38 cases olibanum, G. Somjee.

FOR HAVRE.

Friga, 60 bales cotton, R. Amooluck.

FOR FALMOUTH.

Rapide, 300 bales cotton, Knoop & Co.
Caldew, 700 bales cotton, W. Nicol & Co.

FOR HONGKONG.

Mirzapore, s, 1 box silver coins and 16 bales twist, E. Noordin & Co ; 5 bundles E. teeth, N. Kessowjee & Co ; 2 bundles E. teeth, A. Peerbhoy ; 170 pieces E. tusks, A. Peerbhoy ; 13 chests M. opium, C. Ebram ; 109 chests M. opium, J. Peerbhoy ; 46 chests M. opium, N. Jaravurmull ; 2½ chests M. opium, S. Ramnarron ; 8 chests M. opium, S. Dowlutram ; 13 chests M. opium, F. Amejbhoy ; 10 chests M. opium, R. Premsook ; 16½ chests M. opium, G. Sungaree ; 10 chests M. opium, S. Khetseydass.

FOR SHANGHAI.

Mirzapore, 24 chests M. opium, B. and A. Hormajee ; 15 chests M. opium, A. Habibhoy ; 3 chests M. opium, G. Sunganee.

NORTH-WESTERN PROVINCES ORDERS.

(*Government Gazette, N. W. Provinces*, June 14.)

GENERAL DEPARTMENT.

The undermentioned officers have been granted leave of absence :—

With the sanction of the Government of India, in the Department of Agriculture, Revenue, and Commerce, Mr W S Halsey, B C S, 18 months' furlough to Europe, with effect from the date on which he may avail himself the same, together with the usual subsidiary leave.

Mr W J R Cuinae, Judge of Moradabad, one and a half months' privilege leave, with effect from the 20th May, 1873, or such subsequent date as he may avail himself of the same.

Mr H M Rogers, Assistant Settlement Officer, Azimgurh, two months and ten days' privilege leave, with effect from 1st May, 1873.

Mr A C Tupp, Assistant Superintendent and Officiating Joint Magistrate and Depy Collector, Dehra Doon, three months' privilege leave, with effect from 1st June, 1873, or from date of relief by Mr H G Ross.

The three months' privilgee leave granted to Major J Fisher, Officiating Senior Assistant Commissioner, Kumaon, by the Notification in this Department No 1313A, dated the 23rd May, 1873, is hereby cancelled.

His Honour the Lieutenant-Governor has been pleased to make the following appointments :—

JUDICIAL (CIVIL) DEPARTMENT.

Mr A W Wollaston, appointed Subordinate Judge of Cawnpore as a temporary arrangement by Notification No 310A' dated 29th October, 1872, is hereby appointed to the same pos permanently.

Consequent on the vacancy caused by the retirement from the service of Mr A Shakespear, Commissioner of the Benares Division,—

Mr G H M Ricketts, C B, to be confirmed in his appointment as Commissioner, but to continue, to act as Commissioner of the Allahabad Division ;

Mr M Brodhurst to be confirmed in his appointment as District and Sessions Judge, vice Mr G H M Ricketts, and to continue at Benares ; and

Mr Elliot Colvin to be a Magistrate and Collector, vice Mr M Brodhurst.

Mr J T Denniede, Executive Engineer, 3rd grade, District Engineer, Humeerpore, availed himself on the afternoon of the 31st ultimo of the twelve months' leave to Europe on medical certificate granted to him in Notification No 103E C, dated 13th ultimo.

PUBLIC WORKS DEPARTMENT.

The following Notification in the Financial Department is republished for information and guidance in the Public Works Department :—

Fort William, 3rd January 1873.

No. 21—The Governor-General in Council is pleased to rule that officers and men of the Army who may serve in any of the Civil Departments of Government, must abide, for the period of their civil employment, by the rules of the Department under which they are actually serving, both as regards military pay and civil pay and allowances.

Maj A M Lang, R E, Officiating Principal of the Thomason, Civil Engineering College at Roorkee, is confirmed in that appointment.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	Arrival packet
United Kingdom	June 20 ...	3-30 P.M. ...	4-30 P.M
Kurrachee	,, 21 ...	11 A.M. ...	12 A.M.
Persian Gulf via Kurrachee..	,, 18 ...	11 A.M. ...	12 A.M.
China	,, 16 ...	4-30 P.M. }	No after
Australia	,, 28 ...	4-30 P.M. }	packet.
Mauritius, Reunion, &c.....	,, 0 ...	3-30 P.M. ...	4-30 P.M.

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of the China and Australian Mail Steamers from Bombay during the first half of 1873 :—

CHINA MAILS LEAVE BOMBAY ON

At 4-30 P.M.	At 4-30 P.M.
Monday ..... June 16	Monday ..... June 30

AUSTRALIAN MAILS LEAVE BOMBAY ON At 4-30 P.M.

Saturday ..... June 28

Registered letters will be received until 1 P.M. on the respective days. The Postage for a ½ oz. letter to the Australian Colonies 8 as. 8 pies.

POSTAGE ON LETTERS FOR ZANZIBAR.

Notice is hereby given, that under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters for Zanzibar forwarded via Bombay to Aden by the Mail Steamers of the P. and O. S. N. Company, and thence by the B. I. S. N. Company's Vessels, is increased from 4 annas to 8 annas per half ounce.

2. Prepayment in full by this route is compulsory.

3. Letters forwarded by this route can be registered only for Natal and Cape of Good Hope, the registration fee being 4 annas per cover.

MAILS FOR KURRACHEE AND PERSIAN GULF.

The B.I.S. N. Co.'s Contract Steamers from Bombay to Kurrachee and Persian Gulf will leave as under :—

LEAVE BOMBAY FOR KURRACHEE.

Noon.	Noon.
Saturday ..... June 21	Saturday ..... June 28

LEAVE BOMBAY FOR PERSIAN GULF VIA KURRACHEE.

Noon.	Noon.
Wednesday ..... June 18	Wednesday ..... June 25

Registered and Ordinary letters, as well as books and sample packets, and parcels, can be posted up to 11 A.M. and late fee letters up to 12 noon on the day of departure of the steamer.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*).....	Rs.	42	0 0
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"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

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THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs	10	0
Per Copy	,,	0	4

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

BYTHELL—June 14th, at Malabar Hill, the wife of J. K. Bythell, of a son.
SWAN—June 13th, at Munmar, the wife of Mr. H. H. Swan, of a daughter.

OTHER PRESIDENCIES.

BIRTHS.

DeCRUZE—June 10th, at Allahabad, the wife of Fanshawe F. DeCruze, Esq., of the Accountant General's Office, N. W. P., of a daughter.
GEOGHEGAN—June 9th, at Soory, Beerbhoom, the wife of J. Geoghegan, Esq., prematurely, of a still-born child.
RAYMOND—June 11th, at No. 10, Garden Reach, Calcutta, the wife of Mr. Bernard Raymond, of the P. and O. Co., of a son.

DEATH.

CLARKE—June 9th, at Mussoorie, Richard Warwick, the infant son of Mr. and Mrs. J. H. Clarke, aged 2 months and 21 days.

The Daily* "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

MONDAY, JUNE 16, 1873.

The intelligence which we publish to-day that Sultan Syed Burgash had signed Sir Bartle Frere's treaty, and that His Highness had done so before the arrival at Zanzibar of Admiral Cuming in H. M. ship Glasgow, indicates that the Sultan is now better advised than before. The only thing that occurred in the interval between the departure of Sir Bartle Frere from Zanzibar and now, is the approach of the Glasgow, and that the Government intended to despatch the Glasgow to persuade the Sultan to sign the treaty was known in Bombay just one week before she left the harbour. There was time therefore for the Bombay people to telegraph to Aden the news of the determination of Government to compel the Sultan to sign the treaty, and this intelligence would have reached Zanzibar about the time of the departure of the steam ship Cashmere from that port. Let us hope, however, that Syed Burgash came to his senses unaided by Bombay Bunniahs and British guns, but that when left to himself and his own reflections he thought better of his refusal to sign the treaty and felt satisfied that resistance was useless. At all events the treaty has been signed, even if Sir Bartle Frere was denied the honour of bearing back to England the result of his own negociation, and we hope there is now an end to slavery (by treaty) on the East Coast of Africa, and that its abolition (by treaty also) will be followed by opening up the best parts of the country to trade and civilization.

THE discussion of the question of the extension of Indian railways has advanced another step, and this time in the right direction. By last mail we were favoured with a paper * submitted by Mr. Thornton to the Institution of Civil Engineers at an unusually well attended meeting of that Society.

Mr. Thornton appears as a "volunteer advocate" in "vindication of the Indian Government," and consequently as a supporter of the metre guage. From his opening remarks we learn that "the one solitary reason of the "Indian Government adopting a narrow guage "was belief in its superior economy," and like all solitary reasons which influence the decisions of Government on complex and novel questions, when brought to the test of extended enquiry it is found to be both insufficient and unsound. Perhaps it was unwise of Government to allow Mr. Thornton to challenge criticism of its railway policy at the Institution of Civil Engineers. Be that as it may, after seven adjourned meetings of the Society the public are now placed in possession of a vast amount of practical information about railway systems and the objections to break of guage which were not before available, and, without committing ourselves to the opinion that all that can be said for or against the metre guage system proposed by Government is to be found in the minutes of the very full discussion now before us, this much may be said to be proved that economy of construction and working of railways is neither always nor usually in proportion of the narrowness of the guage. Mr. Thornton starts with what he calls a self-evident abstract proposition that "a narrow guage must be cheaper "than a broad guage railway." The leading members of the Society who took part in the discussion explained that the economy of a railway guage was not, as the Government of India and its advisers supposed, a simple arithmetical question, and we find from the importance which was given to this subject in the discussion that a great number of considerations are involved in its satisfactory elucidation.

But before we go into the subject of the guages at all it is necessary that we should state as clearly as we can the views of Government regarding the new or metre guage system which is about to be introduced into this country, and we refer to the remarks of Lord Lawrence as at once remarkably clear and explanatory. His Lordship considers that as regards railways in India the opinions of Engineers should be heard, but that they should be subsidiary to those of the financier, the administrator, and the statesman, in other words, to the Government. That railways should only be constructed if they can be made to pay by ordinary traffic, and that a railway debt would get India into difficulties. India was a large, a poor, and an agricultural country, without mineral wealth and without manufactures. In these circumstances economy was the first consideration, and on this consideration and on this alone cheap railways were to be recommended. About the strategic value of railways His Lordship admitted that the line from Peshawur to Lahore and from Lahore to Kurrachee "was notoriously (to be) made for a "considerable extent for military purposes," but he thought that a break of guage on that line was "of no real importance," because in places where break of guage occurred, there "troops "would rest and be supplied with refresh-"ments." He concludes his remarks under this head by saying "they did not make railways for "what might happen once in twenty or thirty "years, or in the life of a man, but they "made them to meet the ordinary wants of the "country." On looking carefully through the discussion we have not found any important deviation from these views in the recorded opinions of any of the Government party, from General Strachey downwards. Simple economy in construction of railways, and a disregard of all political or military considerations, this is the programme of the Government of India. If this is the railway policy of the present day, it is so completely opposed to the policy of the last quarter of a century, that we may usefully pause to consider whether it is a change for the better or the worse. Let the main trunk lines of Indian railways be good or bad, profitable or unprofitable, they were laid down more for military than for commercial purposes : in evident recognition of the fact that the country is held under a strictly military tenure, and although it is quite true that the railways have not been much used for war purposes, yet all past Governments have pointed to them as one of the reasons for reducing the European military force. Without these railways, even according to the present policy of the strictest military economy, the Commander-in-Chief in India would demand a permanent addition to the European force of twenty or thirty thousand men. This saving is due to the existing railways, simply because they are railways, and not because of the completeness of the trunk lines, nor of the width of the guage. But according to the views of Lord Lawrence and the Government of India, inasmuch as these trunk lines do not pay, and when they were sanctioned the available traffic of the country would not have enabled lines on the metre guage to pay, therefore the existing broad guage or the proposed metre guage lines should not have been laid down. For the last twenty years it was known that it would be long before the trunk lines would pay commercially, and yet past Governments steadily followed out the designs of Lords Dalhousie and Canning, and Lord Lawrence himself contributed to what he now declares to be an error of policy ? But has there been any error of policy ? A very costly army diminished materially in numbers, and a revenue more than doubled since railways were established, are results to which "the financiers, the states-"men, and the administrators" of the past may clearly point as sufficient to remove from their memories the stigma which the more recent Governments seem desirous of attaching to them. There was no mistake made by former Governments about the military trunk lines of railways, and no mistake about their guage. The country has suffered no financial loss by their execution, and for all the highest practical purposes of speed and carrying power, although the standard guage of England would have suited well enough for these lines there is no good reason shown for stultifying the former Governments of India by completing the military trunk lines of the country in a manner which all practical men will confess to be mending the matter worse. If the country is to have no military lines, why does not Government distinctly say so ? The proposed new lines could then be considered on their commercial grounds alone, and if this were done, the Indus valley line might stand over for another half century. It is difficult to deal with a Government that does not know its own mind ; that projects purely military lines of railway and then proposes to deal with them on purely commercial principles—always assuming that the metre guage system is commercially correct, though this is disputed by the men whom Mr. Juland Danvers described as "Engineering giants." All the men who have worked the Indian broad guage trunk lines of railway have been quite satisfied with them, and, as far as we have heard, these men look with horror upon a break of guage on such lines, and they say that as a matter of economy alone the Government of India will rue the change. Let these practical men get up a discussion of their own about the disadvantages of break of guage on Indian trunk lines and we are assured that much new and necessary light will be thrown upon the subject.

So far as the new railway policy of Government is put forth as a condemnation of the policy of the Governments of Dalhousie and Canning, it can only be regarded as a mistake. If the people of India could not trust to the wisdom of those Governments to establish a correct system of railways, what guarantee does the present Government offer that it may be trusted. The present Government appeals to figures and to Norway, but the figures are discredited by the "Engineering giants" of the United Kingdom ; and the great Carl Pihl, the constructor of the Norway narrow guage line, told the meeting that an equal length of the English standard guage line was under construction and in use in Norway as there was of the narrow guage line.

And as a final justification of the past railway policy of the Government of India we extract from the speech of Mr. Price Williams the following facts about the increase of traffic that has taken place on India railways during the years 1862 and 1871 inclusive :—

	Length of line opened.		Total receipts. Rs.
1862	1,584	.....	1,656,443
1863	2,231	.....	1,648,040
1864	2,531	.....	2,303,244
1865	2,747	.....	3,117,675
1866	3,452	.....	4,607,236
1867	3,597	.....	4,852,192
1868	3,992	.....	4,834,395
1869	4,023	.....	5,540,319
1870	4,182	.....	6,076,962
1871	4,778	.....	6,908,106

Normal increase of receipts with constant mileage = 8·23 per cent. per annum.

Compared with the rate of increase during the twenty-three years ending at the close of 1871, the railways of the United Kingdom showed a normal increase of receipts with a constant mileage = 2·25 per cent. per annum.

Looking to these comparative statements Mr. Price Williams was of opinion "that the fact, "that the (Indian) railway traffic was actually "growing at a rate which would double itself in "every ten years was most significant, and that "it had a most important bearing upon the "question under discussion."

Before closing our remarks to-day in defence of the existing trunk lines and the railway policy of the former Governments of India, we will refer to some remarks of Captain H. W. Tyler as closely bearing upon the subject. It is proper to mention that Captain Tyler was the first to "bring the subject of railways on a narrower "guage than 4 ft. 8½ in. before the institution," and it may therefore be supposed that he should look with favour upon the narrow guage when it was in its proper place. He said "the "method adopted by Mr. Thornton of aver-"ages between Mr. Fowler's and Mr. Hawk-"shaw's estimates produced results which, "under different circumstances, and for dif-"ferent lines, were entirely fallacious. Facts "and figures were proverbially deceptive, but "averages were perhaps still more deceptive. "He remembered in one case finding fault with "some fish bolts which were too short, and "having it pointed out to him that, as others "were too long, the average was sufficient. "Similarly, when on a very recent occasion, he "had referred to a train as having been run on "certain days at too high a speed, he was met "by the reply that the average running speed "of the same train for the month had not been "excessive. The absurdity of such averages was "obvious, and it was, he contended, almost as "improper to take any average between the "estimates of £200 and £22,000, and to multiply "it by 10,000 in order to arrive at the saving of "the metre guage over the 5ft. 6 in. guage, for "future Indian railways. Some of the project-"ed lines would show a greater, others a less, "saving in this respect ; and it was only right "and proper to take each case, with accurate es-"mates and information, on its own merits, and "then duly to weigh the different conditions of "the problem. General Strachey had afforded "another instance of the fallacy of averages im-"properly applied, in citing the average traffic exactly nothing "carried on a working railway, and then con-"tending, that as such average traffic could be "carried on a railway on the metre guage, there

SIMLA GOSSIP.

(FROM OUR OWN CORRESPONDENT.)

We have been so long without anything in the shape of a theatrical performance, that it was quite refreshing to see the long rows of horses and jampans stumbling over the familiar stones and past the shaky railings that form the approach to the Assembly Rooms. It was delightful to meet once more in the verandah those groups of would-be fashionables who had donned swallow-tails for the occasion, and who looked so obviously ill at ease in those dignified appendages that it would perhaps have been far more conducive to their own happiness if they had appeared in less gorgeous attire. The house, which was well-filled, comprised in it all the various classes of the Simla community. Some more ambitious than the rest were heard to enliven the performance by whistling. With all due deference to the aspiring ambition of these noble youths, we must beg to inform them that if there had been any police at hand each one of them would have been made still more conspicuous by being taken by the ear and politely conducted out of doors. So much for the audience. The entertainment was a decided success, and particularly suited to the taste of those who were there. Any amount of pretty music, graceful dancing, and lively comicalities constituted the programme; and the best proof that they were all thoroughly appreciated is that nearly everything was vociferously encored. The Misses Ford threw themselves into a variety of charming attitudes, and displayed just enough of their skill in ballet dancing to be pleasing without producing a nervousness in the audience by making them wonder whether the dancers were possessed of such things as back-bones. Their costumes, moreover, though not exactly such as a Quaker or Puritan would select for the ordinary habiliments of his female relations, were yet sufficiently within bounds to keep the most prudish from being shocked. Miss Minnie, whose clever acting Simla has seen and admired before, was warmly greeted on her appearance. She sang and acted with her usual spirit and was encored every time. Mr. Shaw Cross kept us in a roar of laughter with his comic songs and witticisms. He showed himself a clever actor; and whether it was as the Music Hall "comic" or the Drury Lane "heavy" that he chose to shine, he succeeded in obtaining well-earned plaudits. On the whole, every one was kept highly amused throughout, and the company have every reason to congratulate themselves on their success.

A murder took place here the other day. A syce, under the influence of jealousy, made a violent assault on his wife, stabbing her with a knife, and some say striking her with a hatchet besides; but however it was done, it is clear that the unfortunate woman is dead; nor can there be any doubt that the murderer will soon follow her according to law.

It is rumoured that cholera has appeared among the natives, but as prompt measures are being taken to prevent its spreading we have not much to fear.

A number of gentlemen are subscribing to get up a series of Réunions at Benmore, to be called the "Simla Assemblies." The project promises to add materially to the enjoyments of the season. The first takes place on the 13th instant.

Last Monday and Tuesday witnessed a cricket match at Annandale between the Simla, Subathoo, and Kussowlie clubs. The gardens were filled with distinguished visitors; the Viceroy's band played on both evenings, and it was not till late that the grounds were once more deserted.

NEWS-LETTERS.

(FROM OUR OWN CORRESPONDENTS.)

POONA, 14TH JUNE.

YESTERDAY there was a Levée at the Council Hall. This means much more than the simple and childlike sentence seems to say. It means a vision of scarlet people "squirming around" H. E. the Governor, and giving graceful dabs at him with their heads. It also means a few sprightly persons in the enlivening garb of the undertaker, butting at His Excellency from a safe distance, while their artificial tails wag gracefully where their Darwinian ancestors sported the prehensile ditto. Of course it rained: it always does when nobody wants it to, and of course my new dress shoes, with large heels, specially adapted to squelching the toes of my neighbours when other remonstrances should have failed,—my new dress shoes, I say, were irretrievably spoiled. It is a very heart-stirring moment when the scarlet person near H. E. calls out what he hopes is your name in an italicised voice, "Mr. Snorter-Row-Pow-Coward." Nobody would think that your real name was "Norfolk Howard," and that you still possessed your ticket-of-leave. You write your name illegibly on a piece of paper, and add another card to the imposing heap on the table, and lo, you are free! This is all very glorious, and very necessary to the welfare of our "Indian Empire." If we can only settle the lengths of tigers, the Bombay water-supply, and the right of way at Bandora, the country is saved!

There was a Gymkhana meeting on Thursday, at which it was settled that there is to be a Gymkhana, and much was resolved and a good deal was passed, and every thing was eminently satisfactory. To day there was to have been a meet of the Poona Hunt, but the sloppy state of the country buried that idea.

Most people are in from Mahableshwur, and the bandstand on Wednesday was quite crowded.

You know that Messrs. Treacher & Co.'s shop caved in. This means increased prices, I fear, for "men must work and women must weep," but none of "them tears" must be allowed to affect shareholders' profits. I went and gazed on the wreck like "Mary Anne" among the ruins of "Garbage," or some such historical personage, and as I gazed wild thoughts arose, and I wished I had the looting of the establishment *before* the roof fell in. I don't know whether the things got much mixed up, but I fear they did. A slight taste of "kerosine" would scarcely improve the "chocolate-creams," nor would the indignant customer care to have a flavour of "carbolic acid" in his "tart-fruits." For my own part I think "Caviare" goes very well with "peppermint drops," and there is nothing like "Anchovy sauce" to improve "preserved peaches."

I haven't seen the Bund since this rain, but the earthen bank on the top of it has long since departed, and the water dribbles over the stone. Dear me, the number of sp—s——young unmarried ladies, I mean, at the band-stand!

NAGPORE, 12TH JUNE.

I SEND you a few lines to let you know how we are getting on in this part of the world. The chief topic of conversation is the weather, which continues exceedingly hot. The rain, which has fallen so abundantly in Bombay and its neighbourhood, has not yet reached Nagpore, where hot winds continue to blow. The advent of the monsoon is therefore eagerly looked for. You will be glad to hear that the wound received by Mr. Atkinson has not, as was feared, proved mortal, and that he is now in a fair way towards recovery. The ball struck him near the shoulder-blade and glancing against one of his ribs made its exit from the chest. Considering that the muzzle of the pistol was only a few inches from his body when discharged, he has had a most wonderful escape. Before committing this dastardly act the assassin had almost hacked in pieces an unfortunate "mochee" whom he suspected of an intrigue with his mistress. The sole motive for his assault on Mr. Atkinson was the fact of that gentleman having temporarily suspended him from his duties on account of misconduct. On the following morning, when attempting to escape, the ruffian was recognized by the police, but before they could arrest him he blew out his brains with the very pistol with which he had attempted the murder of his officer. The people of Nagpore are loud in their complaints against the railway arrangements of the G. I. P. between Budnaira and Nagpore. The train stops at every small station; these stoppages often amount to 15 or 20 minutes at a time. The stations are very small, the train is generally a long one, and the passengers' carriages are generally left out in the sun during the whole time the train stops. Add to this that the train does not reach Nagpore until 1-30, and I feel sure you will agree with me that there is just cause for complaint. I may mention that only a few days ago a train, which was advertised to stop for 20 minutes at Budnaira, was detained there no less than *fifty* minutes. When the Railway authorities insist on detaining a train more than double the advertised time, they might at least have the civility to inform the passengers of their intention and allow them to have a comfortable breakfast at Budnaira.

I see a controversy going on in your columns regarding the length of tigers, and one gentleman has actually told us of an animal 12 feet and 7½ inches. Although it would be impossible not to admire a tiger of this length, yet I cannot say I feel equally inclined to admire the writer's logic. I have not got the letter before me, but I think he says in answer to "Spherical" that he will furnish us with facts. He then proceeds to give us some extracts from a book on tiger-shooting written by Col. Rice. Does it then follow that every statement which appears in print is a fact? Of course there may be gigantic tigers as there are gigantic men, and Col. Rice may have shot, or thought he shot, a tiger which measures 12 feet 7½ inches, but such tigers certainly do not inhabit this part of the country. A tiger only three years old, and which measured eleven feet, is a marvel indeed. I wonder what length he would have attained when he reached the age of, say, ten years.

BOMBAY.

THERE is to be a garden party at Gunesh Khind to-morrow afternoon.

CHOLERA.—A case of cholera was reported to have occurred at Khara Talao on Friday.

MURDER OF A CULTIVATOR.—A short time ago a cultivator was murdered at Arajun near Surat.

RAIN AT SURAT.—The *Jam-i-Jamshed* states that there was a heavy fall of rain at Surat on the 11th inst.

FALL OF A SHED.—On Friday a shed belonging to a Hindoo, and situated at Waree Bunder fell, but fortunately nobody was hurt.

A PICK-POCKET.—A Maratha named Suckia Govindia was on Saturday sentenced by the Senior Magistrate to receive eight stripes for stealing from the pocket of one Eda Goolab four annas.

RAIN AT MARWAR.—We learn from a private letter that the monsoon has actually commenced at Marwar for the last month or so. Up till the last week there was a good fall of rain at the place.

THE CASE OF THE SUNKER CHARYA.—We notice that the Sunker Charya of Neriad, who was bound over the other day by Mr. Cook, full-power Magistrate, intends to appeal to the superior Court.

ACCIDENT ON BOARD SHIP.—A Mussulman named Shaik Esmael, employed on board the steam ship Elgin, accidentally fell into the hold of the ship and was much hurt. He was removed to the Jamsetjee Hospital.

A MEETING of sharebrokers was held at noon on Saturday at the Brokers' Hall, Meadow Street, when a committee of fifteen brokers was unanimously appointed to frame rules for the settlement of cash and time bargain transactions.

FATAL ACCIDENT.—A Coroner's inquest was held on Friday on the body of a Hindoo labourer employed on board a ship in the harbour. The jury found that the man's death was caused by fracture of the skull, the result of an accidental fall into the hold of the ship.

A DISOBEDIENT SEAMAN.—At the Fort Police Court on Saturday before the Senior Magistrate, R. Thompson, a seaman of the ship Twilight, was charged with wilful disobedience of lawful commands in the refusal of duty, and was sentenced to two weeks' rigorous imprisonment.

THE CHARGE AGAINST THE EX-IMAM OF MUSCAT.—We learn that the Senior Magistrate's warrant for the despatch to Bombay of Saed Salim, ex-Sultan of Muscat, who has been charged with cheating the firm of Messes. Hamilton and Co., jewellers, was forwarded to the authorities at Kurrachee on Saturday.

A SUSPICIOUS CHARACTER.—On Saturday at the Fort Police Court a man named Luxmon Edapa was charged before Mr. Connon with having in his possession a quantity of sulphur, reasonably suspected of being stolen or fraudulently obtained. Prisoner admitted the offence and was sentenced to receive eight stripes.

THE RECENT EXPLOSION IN THE ELLIS FACTORY AT BROACH.—The *Broach Wartman* asks the authorities to institute a full and searching inquiry into the cause of the sad accident which recently occurred in the Ellis Factory at Broach, and which killed about seven persons, and caused serious injuries to several more.

A DISHONEST CARTMAN.—A Hindoo named Ramoo Keerpall reported to the executive police that on Friday he put some bags of rice into a cart at Bhat Bazaar, and told the driver to take them to Nagpada. The owner, when he came to Nagpada, made enquiries about the cart, but could not find it anywhere. Enquiries are being made by the police into the matter.

SUNKERSETT CHARITABLE DISPENSARY.—The total number of patients treated in this dispensary during the last month was 2,031. Of these 684 were new admissions, consisting of 361 Hindoos, 160 Musulmans, 122 Parsees, 23 Christians, and 18 of other castes. The daily average attendance was 65·51. The following prevailing diseases were registered, viz., intermittent fevers, affections of the stomach and bowels, catarrh, whooping cough, and rheumatism.

THE ADMINISTRATION OF SIR BARTLE FRERE.—A native paper is of opinion that the fault of the Government of Sir Bartle Frere consisted only in this, that it allowed itself to be deluded with the rest of the community, by the fallacious outward appearance of some of the bubble concerns, and it is a matter for regret that after the calamitous result of the weakness of his government have become manifest to the cost of this poor island, Sir Bartle should still continue in the same delusive belief regarding its prosperity.

LITERATURE.—During the quarter ending 31st March last, 159 works were printed in the Bombay Presidency. Of these, 122 were books, 7 pamphlets, 29 periodicals, and 1 miscellaneous. Of the works thus published, 20 were in English, 7 in Sanskrit, 48 in Marathi, 3 in Canarese, 1 in Canarese and Marathi, 47 in Gujerati, 5 in Sanskrit and Marathi, 7 in English and Marathi, 7 in English and Gujerathi, 2 in Magadhi and Gujerati, 1 in Gujerathi and Zend, 2 in Urdu, 3 in Hindustani, 3 in Sanskrit and Gujerati, 1 in Zend and Gujerati, 1 in Kachhi, and 1 in Marathi and Sanskrit.

EDUCATION OF THE SON OF THE LATE NAWAB OF SURAT.—The *Gujerat Mitra*, referring to the sending to England for education of Julfekar Ali, the minor son of the late Nawab of Surat, freely admits that this arrangement made by Mr. Hope with the sanction of the local Government, was very wise and is sure to prove very beneficial to the minor prince who has been sent to England. The writer hopes that this officer will recommend the same arrangement to the several other Mogul nobles who are in his political jurisdiction, and induce them to send their young heirs to Europe for education.

THE SUPERINTENDENT OF THE MORVEE STATE.—The *Samsher Bahadhur* of Ahmedabad confirms the statement we made the other day that the chief of the Morvee State and his mother are not pleased with the work of Mr. Sambhu Prasad, Superintendent of the Morvee State, and have asked the authorities to send another man in his place. The *Bahadhur* observes that Mr. Sambhu Prasad is an upright man, but of a very suspicious and timid disposition. He generally keeps himself aloof, and is not conciliatory. A person of Mr. Sambhu Prasad's disposition, says the writer, cannot succeed in effecting much reform in a native State.

LOCUSTS IN THE MOFUSSIL.—Major P. H. LeGeyt, Acting Political Agent, Mahee Kanta, reports to Government that on the 30th May a flight of locusts passed over the place, coming from the south and going in a northerly direction. In a letter dated the 26th May, Captain Goodfellow, Acting Political Agent, Kutch, reports that a flight of locusts had been for the last two days passing over the town and the surrounding villages. The clouds of these insects were not very dense; they were travelling in a north-east direction. The Collector of Hydrabad thus writes to the Commissioner in Sind on the 30th May:—"That small flights of locusts have crossed the Hala and Dera Mhobut talooks, but without causing any damage. Their appearance had, however, caused an uneasy feeling amongst the people, which will probably prejudicially affect the area of kharif cultivators."

RAIN-FALL IN BOMBAY.

June	Byculla. In.	Cts.	Fort. In.	Cts.	Colaba. In.	Cts.
8 Sunday	0	0	0	0	0	0
9 Monday	0	32	0	29	0	22
10 Tuesday	1	10	1	8	0	58
11 Wednesday	3	96	3	57	1	60
12 Thursday	0	82	1	5	1	30
13 Friday	2	16	1	46	2	52
14 Saturday	0	22	0	28	0	16
Total for the Week	8	53	8	1	6	38
Previously registered	4	48	5	48	7	5
Grand Total	13	6	13	49	13	43

SHIPPING ITEMS.

THE HULK SEMIRAMIS was hauled into dock on Saturday last.

THE SHIP AUGUSTUS, 1,294 tons, Captain E.S. Raynes, will sail to-day for Liverpool with a cargo of 7,864 bales cotton, 250 cwts. horns, 89 cwts. coir yarn, and 3,128 cwts. linseed.

THE SHIP SANSPAREIL, 1,180 tons, Captain T. Purdy, arrived in harbour on Saturday last from Newcastle, 15th February, with a cargo of 1,431 tons coals and 89½ coke. The vessel is consigned to the captain.

THE B. I. S. N. Co.'s STEAMER INDIA, Captain J. Henderson, sailed on Friday last for Kurrachee with a general cargo and the following passengers:—Mr. and Mrs. Strachan, Mrs. Whitehead, Assistant Apothecary E. Bernard, and 4 deck passengers.

HIGH COURT.—16TH JUNE.

[Before the Hon Sir. CHARLES SARGENT.]

LONG CAUSES.

198-72—Macfarlane and Skipsey—Framjee Furdoonjee Colah v Dadabhoy Dosabhoy Baxter—Jefferson and Payne.
35-72—Manisty and Fletcher—Hajee Esmail Hajee, &c, v Hajee Moosaa Sajun and others—Shapoorjee and Thakurdas.
580-72—Dallas and Lynch—Soogundhund Sewdass and others v Moolchund Jobarimull—Pestonjee Kawasjee.
546-72—Jefferson and Payne—N. Hathesing and others v R Doolubdass—Rimington, Hore and Langley.
635-72—Mody—Narayen Crushna Laud and others v Jetha Raja and others—Khunderao.
651-72—Chalk and Turner—Abba Babbuljee and another v Hunnabai—Macfarlane and Skipsey.
655-71—Shamrow—Ismael Maharbace v Ameenabace widow—Mirza H Khan.
137-72—Macfarlane and Skipsey—The Rev Nicolas de Silva v Gabriel Fernandes and others—Dallas and Lynch; Hearn Cleveland and Peile; and Rimington, Hore and Langley.

[Before the Hon. Mr. JUSTICE BAYLEY.]

MOTIONS.

LONG CAUSE.

470-70—S. Pandoorung—Wishwanath Govindjee v Govind Narayen and others—K. Morojee.—Specially fixed.

[Before the Hon. Mr. JUSTICE GREEN.]

MATRIMONIAL SUITS.

311-72—Mr Hope—Edward John Britton v Eliza Le Mere Britton—Jefferson and Payne, Chalk and Turner.
359-72—Jefferson and Payne—Eliza Le Mere Britton v Edward John Britton.

LONG CAUSES.

225-72—Rimington, Hore and Langley—Hajee Adum Hajee v Theodore Crscroft Hope—Leathes, Crawford and Boevey.
231-72—Shapurjee—Tricumdas Madhowjee v Virjee Jairam—Shamrao.
318-72—Hearn, Cleveland and Peile—Jesus Paulo Pereira v Culmet Mathews de Souza—Dr Dallas.
199-72—H E Hope—Ganchee Rajub Issub v Ooka Jewan and others—Craigie, Lynch and Owen.
342-72—Shapoorjee—Premjee Cupoorchund and another v Rustomjee Byramjee and another.
345-72—Manisty and Fletcher—Rahimoobhoy Hubibhoy v Peerbhoy Khimjee
350-72—Shapoorjee and Thakurdas—Vella Veerjee v Gungaram Naroo.
365-72—Shapoorjee & Thakurdas—Oomer Jaffer and others v Safoorabai and another—Jefferson and Payne.
381-72—Garud—Toolsidas Dewjee and another v Visram Wajee.
594-72—Craigie, Lynch and Owen—Hakoobai widow v Luckmidas Damjee and others.
780-71—Khunderao—Atmaram Manick v Wittoba Pandoorang—Jefferson and Payne.
241-72—Hearn, Cleveland and Peile—Chandoo Ragoonathjee v Bapoojee Narayensett and others—Ghandibhoy, Judge, Rimington, and Leathes.
404-72—Shapoorjee and Thakurdas—Sha Govardhundas Cursondas and another v Esmail Ebrahim.
953-70—Munshi—Chintoba Purshotumjee v Thucker Ruttonjee Lalljee—Tyabjee.
356-72—Dallas and Lynch—Dinshaw Bhicajee Khan v Khuttao Ganjee and anothers—Garud.
54-73—Manisty and Fletcher—Khaludina Khalfanbhoy v Madhowrao Dinanath—Mody.
689-71—Shapoorjee and Thakurdas—Soonderbai widow v Chutoorbhooj Dewjee—Jefferson and Payne.
291-72—Jefferson and Payne—Cursetjee Nusserwanjee Cama and others v Nusserwanjee Ardasir Wadia—Leathes, Crawford and Boevey.
334-72—Tyabjee—Mungeshrao Raghoonath v Fatmabibee widow—Dr Dallas.
108-72—Jefferson and Payne—Dewraj Peerbhoy v Khan Mahomed Dhurumsey—Dallas and Lynch.
102-72—Garud—Bhugwandas Munmohundas v Munmohundas Davidas and others—Shapoorjee and Thakurdas.
246-72—Jefferson and Payne—H Vurreer Hajee &c. v K Meerally Dhurrumsey.
687-71—Manisty and Fletcher—Goculdas Purshotumdas v Bayee Agee and another—Dallas and Lynch.

[Before the Hon. Mr. JUSTICE PINHEY.]

LONG CAUSES.

615-72—Mody—Navazbai widow and another v Cursetjee Dosabhoy—Hearn, Cleveland and Peile.
184-72—Hearn, Cleveland and Peile—Rustomjee Shapoorjee v Manockjee Hormusjee—Chalk and Turner.
611-72—M H Khan—Mahomed Ibrahim bin &c. v Mahomed Husein bin &c—Rimington, Hore and Langley.
618-72—Manisty and Fletcher—Nuppoo Nensey and another v Mowjee Dewjee and others—Macfarlane and Skipsey.
650-72—Rimington, Hore and Langley—Hajee Mirza Shuffee v John Camille Menesse—Shapoorjee and Thakurdass.
656-72—Prescot and Winter—The Colaba Company, Limited v The Colaba Press Company, Limited—Craigie, Lynch and Owen.
657-72—Leathes, Crawford and Boevey—John King and others v Tyebjee Luckmanjee—Chalk and Turner.
665-72—Dr. Dallas, for Pauper—Succaram Narayen v Chintoba Purshotum—Tyabjee and Sayanee.
666-72—Jefferson and Payne—The Great Eastern Spinning &c. v Rustomjee Hormusjee—No appearance.
969-72—A Framjee—Hormusjee Ardaseer v Dhunjeebhoy Cursetjee—No appearance.

A SUIT FOR A JUDICIAL SEPARATION.

BRITTON v. BRITTON.

ON Saturday last at the High Court, the hearing of the suit brought by Eliza Le Mere Britton against her husband, Edward John Britton, for a judicial separation on the ground of the husband's cruelty, was resumed before Mr Justice Green. Mr. Lang, instructed by Messrs. Jefferson and Payne, appeared for Mrs. Britton. The husband appeared in person.

Mr. Lang recalled the petitioner to prove one or two documents which had not been put in. One was an advertisement, dated 11th April 1872, in which Mrs. Britton sought for employment in a gentleman's family; another was a letter which Mrs. Britton wrote to Mr. Moulton on the 28th May 1872, requesting him to get a shigram for her to take her to the Grant Road station, and, if convenient, to accompany her; and another was a letter dated 27th June 1872 from the respondent to Mr. Mapp, requesting to be allowed to see his wife.

Mrs. Britton, further examined by Mr. Lang—I went yesterday with Mr. Jefferson, my solicitor, to the house in Nesbit Lane, in which we lived. It has not been altered in any way. I pointed out the rooms to Mr. Jefferson. I requested Mr. Jefferson to accompany me to the house after what the witness Muskovitz stated yesterday.

Cross-examined by Mr. Britton—My father was not aware of the advertisement I put into the newspaper, nor did I advise you of it. I returned to you because you had promised to amend. I did not pay anything to Mr. Kirkman for my board and lodging. I don't know whether you paid Mr. Kirkman Rs. 12-8-0 for the balance due on account of my board and lodging. I did not say to Mrs. Kirkman that I was an orphan; nor that I had a love for Mr. Moulton. I did not say that I left my guardian because he did not allow me to marry Mr. Moulton. I went to Mr. Kirkman's unknown to my parents.

Mr. Britton—This is a letter (produces it) in which she states my kind feelings to her. That is on the 26th April. Then on the 28th, her father writes I am "a jolly good fellow."

Mrs. Britton—No doubt you may be "a jolly good fellow" in your own ways!

Mr. Thomas D. Chislett, inspector of police, said—In the month of June 1872 I went with the respondent to Panjoo Island. I had a warrant with me then to arrest Mr. Moulton. I did not find him there. I saw Mr. Kirkman and the petitioner in the house. Mr. Britton went with me. It was the first house we went to after leaving the station. Mr. Britton directed me to the house. Whilst I was speaking to Mr. Kirkman in another room, we heard a scream, and on going out we saw Mr. Britton holding his wife by his two hands. Mrs. Britton said he was putting the handcuffs on her. I asked him to give them up, and he did so. A few minutes afterwards I saw Mr. Britton kneeling before his wife and asking her to come home. I heard Mr. Britton say something to his wife, and saw him strike her a blow in the face with his fist, in consequence of which she fell down and the chair also. Mrs. Britton took out something white like a bit of tooth in her hand and said it was her tooth knocked out. I did not look closely to it. I did not see any bruise on her face. I accompanied Mrs. Britton by the same train to Bombay. I was in the same carriage with her. I saw her open her box and read a letter, which she tore up and threw out afterwards. It was not merely an envelope. I did not see any photograph thrown away. Mr. Britton was on the engine at the time.

Cross-examined by Mr. Britton—You entered by another door at Mr. Kirkman's. I thought you were following me until we heard a scream. I was near the door of Mr. Kirkman's office. Mrs. Britton was near the other door. I don't quite remember that you had your wife in your arms; you told her to come home with you. I did not hear her say "to hell with my parents and to hell with every one." I saw the chair in which Mrs. Britton was sitting capsize immediately after the blow was given. I remember your paying about Rs. 12-8-0 to Mr. Kirkman for your wife's board and lodging. I don't know if you sent a telegram to Bombay; but you went to the station and brought something like a parcel with you. As we were passing to the station, I heard a rumbling noise as if a lorry was passing on the rails. I don't remember your asking Mr. Kirkman if he knew a party named Moulton. I made the enquiry and Mr. Kirkman said Moulton had been there.

To the Court—Mr. Kirkman's house was not on the line. It was between two stations.

To Mr. Britton—I heard you say that you were told by the station-master that Moulton had been there. On the journey home, Mrs. Britton asked me to persuade you to let her see her father, which I did. She also asked me to see her father, which I did after I left the station. I left the station before you did. I never heard you use bad language towards your wife.

Rummi, an ayah, said—I am an ayah and was in the service of the Mapps before Mrs. Britton married. After her marriage I was living with her at Lanowlee. I was with her about a year. Mr. Britton used to beat her with his clenched fist and sometimes to kick her. These scenes took place at intervals of two or three days. (Corrects herself.) The interval was a fortnight, or ten days, or eight days, or four days. One day a Missie Baba came from Khandalla to visit Mrs. Britton. In the evening Mr. Britton, Mrs. Britton, and the Missie Baba sat down to dinner. It was about two months after the marriage. The young lady was the daughter of the mistress of the Byculla Schools, who was then at Khandalla. While at dinner, after some conversation with Mrs. Britton, he took up the chair in which Mrs. Britton was sitting, and threw it down out of the verandah. He told me to pack up our things. He took our things and threw them away. I then picked them up and put them into a box. We were turned out of the house from 9 p.m. to 4 a.m. the next morning. When madam wanted to go into the house Mr. Britton would not allow her; but when she wanted to leave by the train, he took her back into the house. I was tired of the service and left the house. Mr. Britton gave me notice to leave. I was last in the service of a lady at Poona; I got a note from Mrs. Britton, and at her request I came down to Bombay. I had to leave my employment. (Corrects herself.) I did not get a letter from Mrs. Britton. It went to Mr. Mapp, who sent a man to me and asked me to come to Bombay. My expenses were paid by him.

Cross-examined by Mr. Britton—I remember the day of your marriage. I was not at the dinner table. I did not see Mr. Mapp fighting with another gentleman.

The Judge—Even if Mr. Mapp was the greatest ruffian in the world, it is no defence for your beating your wife.

Mr. Britton—It is all false, my Lord.

The Judge—It may be; but it is no use asking her these questions.

Mr. Britton—That is true, my Lord.

Antone Fernandes, a cook, said—I was a cook in the service of Mr. and Mrs. Britton at Lanowlee. I have seen him strike his wife. One day I took the dinner, when I saw Mr. Britton throw the cruet-stand at his wife. It did not hit her, but fell down. He then took up a carving-knife and went to stab her. Mrs. Britton ran away and was followed by Mr. Britton. She ran away into another lady's house, where she stayed two hours. About 9 o'clock in the evening, when I went for bazaar orders, Mr. Britton took up a cup of chocolate and threw it at Mrs. Britton. The cup hit the wall and broke into pieces. A squabble daily occurred between the husband and wife. I don't understand English, and did not know what Mr. Britton said. For four or five days after the matter of the carving-knife, he did not allow her to sit at the dinner table. I am now in Mr. Mapp's service at Byculla. After I left the Brittons I was for three months in the service of another gentleman at Lanowlee, and I then left for my native country. On my return to Bombay I took service with the Mapps.

Cross-examined by Mr. Britton—I was altogether in service at Lanowlee for three years and one month. I was near the dinner-table when you threw the cruet-stand at your wife. All the six bottles in the stand were broken and were lying on the ground. You turned me out of your service, saying, "My old servant has come, leave the service."

Mr. Lang said he had subpœnaed Mrs. Llewellyn, who stayed some days with Mrs. Britton at Parell; but as she was reluctant to give evidence and said she knew nothing about the matter, the learned counsel did not wish to call her and left it to the Court to do so.

The Judge said he did not wish to call her, but perhaps the respondent might.

Mr. Joseph Jefferson said—I am a solicitor for Mrs. Britton. I remember Mrs. Britton coming to me about a summons for assault against her husband and for not supporting her. (Refers to the police court record.) The summons was granted by Mr. Connon on the 5th March 1872 and made returnable on the 11th. I saw Mrs. Britton at the police court. She presented a very sad appearance. Her face was discoloured—black and blue. It created a sensation in Court. Mr. Britton appeared by counsel. The case was adjourned twice. Mr. Connon directed Mr. Britton to pay Rs. 50 a month, and directed the parties to come before him after a month. The summons was subsequently withdrawn on Mr. Britton promising to amend. He has come very frequently to my office. I cannot say he asked me to do anything. At times he has been very violent, bringing charges against Mr. Mapp, Mrs. Britton, &c. He asked me to prepare a deed of separation and send it to his then solicitor, Mr. Hope. Mr. Britton said his salary was small, and he could not afford to pay Rs. 50 a month as directed by Mr. Connon. At Mrs Britton's request I went yesterday to the house in which she lived in Nesbit Lane. Mrs. Britton pointed out to me several rooms and a bath-room. I was shewn Moulton's room, Muskovitz' room, &c. I have prepared a sketch of the rooms. (Explains the position of the rooms.) I examined the bath-room very carefully: there was no place for sitting there; it is a small room, about 9 feet by 4½ feet. I shut the door; it was perfectly tight; and nothing could be seen through it. It opens inwardly and shuts perfectly tight. If it was shut tight, nobody could see anything in the room. Mrs. Britton pointed out to me Mrs. Perry's room upstairs.

Cross-examined by Mr. Britton—I don't say you were violent at my office lately. I said generally. You called at my office of your own accord on various matters connected with the suit. I once asked you to withdraw from the suit, and you said you would do it if Mrs. Britton withdrew from her suit. It is very probable you and Mr. Mapp came once to my office together. You said you were willing to pay the costs because Mrs. Britton wished to return to you. I cannot say whether you said she wished to return at her own request, because I know she always had a strong objection to return to you. You once paid Rs. 177 for costs. I know she returned to you on one occasion on the 20th May. (Mr. Britton puts witness a number of questions as to the position of the different rooms in the house at Nesbit Lane.) On some occasions Mr. Mapp spoke of your kindness and good-nature, and on others of your harshness. He appeared to me to be a man of a very uncertain temper. I knew Mr. Moulton was arrested on a warrant on a charge of enticing away a married woman; but the charge was dismissed. He was represented by a solicitor. I did not get Mrs. Britton to write any letters in order to clear Mr. Moulton. There was no occasion for it: your case broke down. (Is shown two letters and reads them.) These letters were written to you by my firm in reference to this suit. You paid a small amount for costs.

Mr. Charles Daly said—I am a plan-maker in Bombay, and at the request of Mrs. Britton I made a plan this morning of a house in Nesbit Lane pointed out to me by her. (The witness's plan and Mr. Jefferson's sketch are put in.) The bath-room marked in the plan is about 9 feet. The door is at the very end, and a blank wall is opposite. The door is very tight. When fastened by the hook it was impossible to see anything in the room.

Cross-examined by Mr. Britton—I did not notice whether the house had been newly repaired. Nothing appeared to me to be particularly new. (Explains the position of the different rooms.)

Mr. Lang produced the proceedings in the police court. The summons was taken out by Mrs. Britton against her husband for assault and not supporting his wife. It was heard on the 11th March 1872 and adjourned until 12th April, when the parties not being present the case was struck out.

Janardhun Succaram said—I am a clerk in the pay department of the G. I. P. Railway. Mr. Britton's fixed salary is Rs. 200 a month, and including overtime he has drawn from Rs. 300 to Rs. 350 and Rs. 450. (Puts in a statement shewing the average pay and allowances for the last few months.)

To Mr. Britton—You receive nothing when you are off duty. You draw less in the monsoon than at the busy season of the year.

Mr. Britton called Mrs. Llewellyn as a witness on his behalf.

Fanny Llewellyn said—In the middle of 1871 I was living with you in Dr. Blaney's house at Byculla. My maiden name was Miss Crane. During that time I never heard of or saw you ill-treating your wife.

To the Court—I lived in the same house for a little more than a month.

To Mr. Britton—I did not use to come to the house after I left.

To the Court—I was on a visit there. I did not live in the house.

To Mr. Britton—When you were off duty we sometimes used to take a walk. I never saw you strike or ill-treat Mrs. Britton. I was quite a companion to your wife while I was staying at Dr. Blaney's house at Byculla. I had seen you many a time before my marriage. I never knew you inclined to drinking.

Cross-examined by Mr. Lang—I received a subpœna from Mrs. Britton. I was much annoyed. I said I knew nothing about this matter. I said so yesterday in Court. I wrote this letter when I received the subpœna.

To the Court—I had never seen Mrs. Britton from the middle of 1871 till recently. She never asked me if I remembered any occurrence whilst I was staying at Byculla.

Mr. Lang read the letter written by witness in returning the subpœna.

Witness to Mr. Lang—The letter is correct so far that I don't know them now. The object I had in writing that letter was to cause Mrs. Britton not to call me. I mean to swear that, during the time I was there, I saw no quarrel between Mrs. Britton and her husband. I don't remember an occasion when Mr. Britton went on board a steamer to see a friend off. I don't remember going with Mrs. Britton in a shigram to the Apollo Bunder, nor Mr. Britton striking his wife whilst I was in the shigram. I don't remember Mr. Britton getting out of the shigram and going home in a buggy. I don't remember Mr. Britton knocking his wife off a couch the same evening while at home. As far as I could see they lived happily together. There was never a dispute in my presence.

To the Court—I knew Mrs. Britton some years before her marriage.

To Mr. Lang—After I left the house, I did not wish to renew acquaintance with Mrs. Britton. There was no special reason why I did not wish to do so.

Re-examined by Mr. Britton—I can't say Mrs. Britton has a violent temper. I cannot say on which side the fault was.

Mr. Lang said the petitioner's case closed here.

The Judge told respondent that if he wished to address any remarks to the Court, now was the time for him to do it.

Respondent—I don't know how to address the Court. I don't know what to say.

The Judge—Then call your witnesses if you don't wish to say anything. I suppose you wish to be in the witness-box, because your statements go for nothing unless you are upon your oath.

Respondent—Yes, my Lord, I wish to be in the witness-box, but I will first call one witness.

Ramo Petambo, examined by Mr. Britton, said—I was in your employ for about a year and a half as a table-servant and left four or five months ago. One day a man named Muskovitz came to the house about 5 P.M. He went to the bath-room to wash his hands. He called me with him to the bath-room to see what was there. I saw Mrs. Britton and Moulton there. I saw and left. On one occasion I saw Moulton and Mrs. Britton in Mr. Britton's room upstairs. Muskovitz was not there. When I saw them in the bath-room both were naked. On one occasion Moulton fell down from a stair-case. I was sleeping there and Muskovitz came home about 1 A.M. We were awakened by the noise of the fall. Moulton got up and went to his room. Afterwards Mrs. Britton ran away.

To the Court—It was not the same day. It was a month or six weeks after Moulton fell down that Mrs. Britton went away. She went to Panjoo, a village near Bassein.

To Mr. Britton—You had gone to Kussara for a week when Mrs. Britton went away. Two days after you were gone, Mrs. Britton wrote a note and gave it to me, telling me she was going to join you. I kept the note, which was to be given to whoever returned home first. She gave me the letter at 9 P.M. Early the next morning Mrs. Britton was missing from the house, and I sent a telegram to you. The letter I sent to you with a tiffin basket. It was a letter with a black border. (This is the letter.) I accompanied you to Bassein to bring Mrs. Britton down. I did not see you inside the house. There was a constable with us, and I saw no dispute between you and Mrs. Britton. During the time I have been in your service, I have not known you to be a hasty or a bad-tempered man. I never saw you kick your wife out of doors. I did not see you strike her; but there was grumbling going on between you sometimes. The grumbling was on account of dinner not being properly done and such other things. You sometimes asked me to mend your clothes while Mrs. Britton was sitting in the house. Since her return from Bassein you asked her one day why she ran away, whereupon she took up a knife and was going to cut her throat with it. You took the knife from her hand. She took off some beads round her neck, and was going to cut her throat whilst you had gone into another room to wash your hands. You ran and snatched the knife out of her hand. Since her return from Bassein I never heard you abuse or ill-treat your wife. The day after the return from Bassein, Major Raitt came to your house. The next morning madam sent for a palanquin and left the house, after staying only one day in your house.

Cross-examined by Mr. Lang—I understand English a little, but cannot speak English words. When Muskovitz took me to the bath-room, the door was about eight fingers ajar. There never was a hook on the door or any means of fastening it. Mrs. Britton and Moulton were sitting on a chunam step. The door opens inwards. I peeped into the room and saw them.

To the Court—Their clothes were lying on the floor near them.

To Mr. Lang—This was about Christmas time. Mr. and Mrs. Britton had removed to that bungalow from another. After laying the table I went to the cook-room. I did not mention the matter of the bath-room to any one up to this moment. I never talked to any one about the subject of my evidence here. Mr. Moulton was sitting on the otlah (step) in the bath-room, and Mrs Britton was sitting upon him, their backs being turned to the door. I never mentioned this to any person before.

To the Court—Mr. Britton did not ask me a

LETTER AND STATEMENT FOR THE PROPRIETORS OF THE P. O. S. N. CO.

FROM CAPTAIN GEORGE BAIN, LATE A MANAGER OF THE COMPANY.

5, Belsize Avenue, Hampstead,
London, 15th May, 1873.

To the Proprietors of the Peninsular and Oriental Steam Navigation Company.

LADIES AND GENTLEMEN,—As late manager of the company, I feel it incumbent on me to forward to you the annexed "*statement*" respecting its management, because I have come to the conclusion that serious loss and injury to the property of the proprietors have accrued from preventable causes, which I have endeavoured to point out.

Under the circumstances, and for the important reasons set forth in Section N, I have resigned the service of the company in order to be able to bring, in an *independent* manner before you, the matters treated of in the annexed statement. I take this step, therefore, in the capacity of a shareholder, giving to my fellow proprietors the benefit of my experience, after twenty years spent in the service, the last six as a manager in the London office. Above all, I do not wish to *depress* but to *raise* the value of your shares. I believe that they would at present be more valuable than they are, if the rectifications in the conduct of the business which I take the liberty of pointing out in the following pages had been carried out. If that rectification takes place now, it must increase the value of your property. I urge the appointment of a *Committee of Investigation* in order to improve the condition and prospects of the company.

* As my statement would be unintelligible without personal narrative of my experiences, it is necessarily long, and although sub-divided, yet each section has such a bearing upon the others that I respectfully urge its perusal *throughout*. The leading points insisted upon are—1st. The purchase of supplies by tender; 2nd. Suitable reconstruction of ships for the altered traffic.

1st. With regard to the first, I may briefly state that in December, 1868, the late Chairman, Mr. Arthur Anderson, urged upon his colleagues of the management, including myself, that in future *all stores for the company should be procured by public tender under newspaper advertisement, which has never been done*; while my personal experience during six years satisfies me the advantage to the company would simply have been *enormous* if that plan had been adopted throughout.

2nd. As to reconstruction, I would remind you that, in order to perform an ordinary service through the Suez Canal, we require ..... 36 to 40 ships,
while those we possess *suitable for that service* (even including three or four still building) number only ..... 15 "
and that, too, although within seven years we have built ..... 21 "
at an expenditure of over two millions sterling ..... (£2,000,000)
We have, therefore, of these 21 new ships ..... 6 vessels,
at present unsuitable, and besides these there are ..... 32 "
(being remainder of the fleet of 1868), say together 38
all comparatively unprofitable for any traffic, but quite unsuitable for the Canal Service. All are, however, capable of being successfully treated by reconstruction, and many should and could have been converted already.

The effect of my proposed reconstruction is indicated by an estimate that by dealing with 36 out of that fleet of 48 ships, their cargo capacity might have been increased from about ..... 22,000 tons
to about ..... 60,000 tons
while their *daily* consumption of coals would have *diminished* by about ..... 500 tons.

I state the following as *illustrations*. An estimate of the *comparative* effect of thus dealing with four of these ships shows that in one year it would have converted an *annual loss* of about £75,000
into an *annual gain* of about £75,000
showing, therefore, a comparative difference of ... £150,000
per annum against the *present* and past policy of the managing directors on four ships alone.

To deal thus with four other ships, the result would be that a similar comparison would represent 4 ships of 2,500 tons aggregate cargo capacity, converted into 4 ships of 8,000 tons aggregate cargo capacity. While to convey the *smaller* tonnage 208
tons coals per day are expended as against 139
tons coals per day, had the ships been reconstructed.

Since 1867, we have sold 13 ships of the fleet of 1868 for a comparatively small sum. Certain of these ships have been dealt with by their purchasers more or less in accordance with my recommendations that we ourselves should have done. The result with regard to one of these ships alone (the Syria) is represented by the following figures. She was represented as having been sold for £30,000, but in reality realized only £15,000
and by a further expenditure on her of about £30,000
— £45,000
she would have suited us better than a new ship which has cost us £67,000
and as well as another recently contracted for at £84,000

One of these ships which have been sold (the Salsette), when in our service, had a cargo capacity of about ..... 300 tons.
while her new owners, by lengthening her eighty feet, have increased that capacity so much, that she will be able to carry off tea about 3,500

This has been done at a comparatively small expenditure, and upon a plan very similar to one which I laid before the management. She was, however, sold for about £11,500.

While the increase of tonnage indicated above would have been attained chiefly by *lengthening* our ships, as recommended by me ever since 1867, yet *not one* of our ships has been lengthened, and only one (the Surat) is even *proposed* to be thus dealt with.

While the economy of fuel indicated above would have been effected by replacing the present machinery (as is necessary in regard to 38 ships) by compound engines, as I have urged ever since 1868, yet only *one* of our ships (the Pera) has as yet been thus treated.

While it is true that upon the construction of these 21 new ships (dating from 1867) our expenditure will amount to a sum of over £2,000,000
yet our receipts during the same period from the Government Postal Subsidy alone will amount to about £3,500,000

While these postal subsidies represent an annual dividend upon our capital of about ... 20 per cent.
yet the dividends we have paid between 1867 and 1873, inclusive (excluding bonus from profits on insuring our own ships), average under ..... 5 per cent.
per annum. Also that the shares of the company have for years been quoted at a premium ranging only between par and seven per cent., while I name five other Steam Navigation Companies quoted at rates ranging at present from 40 to 114 per cent. premium.

In a letter dated 26th November, 1872, I placed before the Board of Directors a statement showing the manner in which the business had been managed, and the present deplorable result. I have offered to substantiate that statement by proofs from documents then existing in the London Office. In that letter I assured the Board that "if the views and plans I have advocated throughout had been fully acted upon, the company would at this day be gainers, or have escaped from losses, represented in round numbers by *hundreds of thousands of pounds*"—a phrase but *faintly* indicating the actual amount involved.

My statement shows the grounds on which I urge the appointment of a *Committee of Investigation* to inquire into the above and other facts. I would impress upon you the necessity for adopting such steps as shall secure such an investigation; but, *above all*, to take such precautions as shall prevent its obstruction, or defeat its practical working by *house influence*. If only an *unsuitable* Committee be appointed it may condone past errors, and perpetuate, or rather aggravate them in future.

In conclusion, I would remark that the half-yearly meeting is usually held during the first week of June, and it is desirable that proprietors should ascertain from the Deed of Settlement what is the *prescribed* form of procedure in such matters. I am, Ladies and Gentlemen, your most obedient servant,

GEORGE BAIN,
(Late a Manager, Pen. and Oriental Steam N. Co.)

STATEMENT FOR THE PROPRIETORS OF THE P. AND O. S. N. Co.

BY CAPTAIN GEORGE BAIN,
Of 5, Belsize Avenue, Hampstead, London, N.W.
(*Late a Manager of the Company.*)

A.

1. I have been twenty years in the company's service, the last six thereof in the London Office as one of the assistant managers. I was appointed by the Board of Directors to that office in 1866, and on the 10th December, 1872, resigned the service. I did so, not from any intention of abandoning the service itself, but in order to protect myself from *pressure*, while bringing before you certain statements of vital importance to your interests past and future. Before closing this statement, I hope to satisfy you that my opinions on the subjects about to be dealt with are deserving of consideration.

2. On the 18th November, 1872, I addressed your Board of Directors officially in writing, making grave statements respecting the proceedings of the Managing Directors, and the former declared that those statements included "charges against the administration of the company." In that letter I stated amongst other matters, "if the views and plans I have advocated throughout had been fully acted upon, the company would at this day be gainers, or have escaped from losses, represented in round numbers by *hundreds of thousands of pounds sterling*." That indicates but faintly the real state of affairs.

B.—DIVIDENDS AND SOURCES OF INCOME.

7. At the annual meeting, held 11th June, 1869, a Proprietor (whose name has escaped me) complained of the small amount of dividend we paid as compared with that of 22 per cent. per annum, which, he said, was declared by the British India Steam Navigation Company. He stated that he had been long resident in India, and in that country the latter purchased coals whenever they had the opportunity of doing so cheaply, whereas we sent them round the Cape at twenty-five rupees per ton; adding, that four months previously coals at Calcutta were selling at £1 10s. per ton, whereas the cost to us was £2 10s. The Chairman said it was unfair to make a comparison between the two companies, because Government cut down everything to the lowest possible point; but I say, that if we imitated the admirable management of that company, our dividends would have been very different. Their operations are confined to the expensive regions of the East, while their Government subsidies are a trifle compared with ours. Without presuming to discuss the manner in which they are able to provide such returns as they do to their proprietors, a reference to the Calcutta newspapers reveals one of the elements in the fact that all their supplies are procured by *public tender*. Another may be found in the fact that our ships are competing with theirs under the ruinous disadvantages to us that they have supplied to their ships the new compound engines I have sought in vain to introduce into our old fleet, besides adopting the principles of reconstruction I have so unsuccessfully advocated. Our French rivals, the Messageries Maritimes have adopted reconstruction years ago.

8. As the Chairman objects to a comparison with the British India Steam Navigation Company, which is so successfully competing with ourselves, I shall note below the very suggestive results of a comparison with a few other steam companies:—

	Paid.	Prices.	Premium.
Peninsular and Oriental Steam Navigation Company	£50	£53	£6 per cent
Union Steam Ship Company ...	20	28	40 "
Pacific Steam Navigation Company	50	70	40 "
Royal Mail Steam Ship Company	60	90	50 "
National Steam Ship Company	10	16	60 "
General Steam Navigation Company	14	30	114 "

9. Whether or not *we* should have earned and paid larger dividends you may infer, after perusing this statement, and may ascertain by making the necessary investigation; however, I may here point out that, during the six years I have held office, the proprietors have received dividends averaging less than five per cent. per annum, amounting altogether to a sum of £780,000, while during the same period, the profit upon the mere insurance of our own fleet by the company (£410,000) amounts to more than half of that sum.

10. Out of the *profits* on underwriting alone, we have received, as a supplement to our dividends, a sum of £108,000, while the remainder, amounting to £300,000, constitutes the bulk of the reserve fund, £430,000. The latter, I may remark, amounts to less now than it was in 1865. Such, therefore, is the result of working a company with a paid-up capital of £2,700,000, together with debentures amounting to £700,000, while the postal subsidies alone upon that capital represent a dividend of over 20 per cent. per annum. It is true, that during this period (say from 1st January 1867), there have been a number of large new ships built or contracted for, but it is, on the other hand, to be borne in mind, that by the time these ships will all have been received and paid for, these postal subsidies will amount to a sum exceeding their entire cost by over a million and a half sterling. That is, exclusive of the prices realized by the sale of fourteen ships, together with the value of two ships wrecked and accounted for by the underwriting account. These figures represent, therefore, the advantage we possess over *unsubsidized* competitors. At the last annual meeting the Chairman said he need hardly observe, however, that the directors could not give large dividends at the same time that they were expending large sums in adding to and improving their fleet. Therefore, putting the two things together, he hoped the shareholders would consider they had been treated very fairly.

11. If any dividend be declared next June, it is desirable to scrutinize the source whence it is derived. Coals have advanced, and freights (until quite recently), have declined, and an advance of less than 12s. per ton on the former represents a sume equal to the 6 per cent. dividend hitherto paid. The Chairman at the December meeting said no calls are required on account of new ships. If a dividend is to be provided by *selling ships* a responsibility ought to rest somewhere. Sales of ships at all events *have* been effected within the half year—sufficient to provide from one to two per cent. dividend. It will be desirable also to ascertain whether the usual supplies of coals, Marine and Pursers' Stores, have been kept up so as to retain the stocks of these in reserve, at their normal quantities. Also that the customary appropriations have been made for insurance depreciation and repairs.

D.—COMMITTEE OF INVESTIGATION.

16. It is my conviction that the interests of the proprietors require the immediate appointment of a Committee of Investigation composed of able, but above all, of impartial members to enquire thoroughly into the recent management and present condition of the company's affairs, and what are its future prospects. I desire to deal with the subjects about to be brought before you, not in a spirit of hostility to the managing directors; but it is impossible, in justice to you and to myself, to avoid mentioning names and speaking as plainly as I can venture to do under the circumstances of the case. Neither can I avoid the appearance of self-assertion in describing what I have done and attempted to do. I must support my assertions by stating such facts as may warrant you in taking up the matter with a view to such an investigation. Judging from the manner in which I have been dealt with, it is not improbable that I may be taunted with revealing the secrets of the company's business, but your minds may be easy on that score. Our competitors are wiser than to imitate what I have so much deprecated, and, in fact, it is more likely that rivals have been tempted to enter into competition in a trade which pays any dividend in spite of our blunders. What those are may be learnt from public sources open to all who choose to make the necessary inquiries. Neither have I been in communication directly, or indirectly, upon any of these matters with those who, at the public meetings of the shareholders, have criticised, whether from a hostile or friendly point of view, the management of the company's affairs.

17. Whatever may be the feeling of the present managing directors respecting an investigation into the affairs of the company, the late Chairman, Mr. Arthur Anderson, expressly declared at the meeting of December, 1867 (when pointing out what was the nature of the accusations then made against the manner in which the affairs of the company had been conducted), that they had nothing to conceal, and were quite ready to have all their transactions investigated, provided only that *competent* persons undertook the investigation. The fact will be shown presently that he had himself initiated an "investigation" in June, 1867, under the style of a Committee of Revision, and also, that it resulted in a comparative failure. On that occasion he invoked not only the assistance of the board in the investigation, but also the direct exercise of its authority to enforce the reforms that might be found necessary, as will be seen from the following extracts from the letter he addressed to the board from Ryde, dated 15th June, 1867, where he was then recruiting his health. The lesson taught by that failure is clearly that those whose proceedings may now be reviewed should not be placed in the false position of sitting in judgment upon their own acts.

18. "With the concurrence of my colleagues in the management, I beg therefore to recommend that a Committee of Revision of the company's expenditure should now be formed, to consist of such members of the Board as are best qualified by business experience, and can most conveniently give the necessary time to the investigation, together with the managing directors.

19. "That this Committee should institute a vigorous inquiry into every branch of the company's expenditure, both at home and abroad, reporting to the board from time to time during the progress of the enquiry such measures as they may think proper to recommend for adoption, in order that, if approved, they may be promptly carried out under the direct authority of the Board."

F.—THE EXECUTIVE OR MANAGEMENT.

29. The executive, termed the "The management" (committee of management), is composed of the managing directors and the managers, who deliberate as *one body*; but the authority of the managing directors, and not a plurality of votes, is supreme in deciding differences of opinion. For at least a dozen years,—in fact, till within the last few months,—it has consisted of *five persons*.

30. The "managers" are usually styled (and I continue the practice) "assistant managers," because that was the designation borne from the early days of the company, by their predecessors, till 1861, when the latter were raised to their present important position. From that time they have been like the managing directors, elected and paid by the *Board*, and responsible to it, instead of, as previously, having been the assistants of the *managing directors* who appointed and paid them, and to whom they were responsible. The latter position, in fact, was that filled by Mr. Allan during two years previous to his appointment as a managing director in 1849. When he was proposed for the latter office, it was stated that the managing directors had previously engaged him and "another able assistant, Mr. Andrews," he himself being personally described as "formerly the company's secretary, and for the last two years *attached to the managing directors' staff*."

31. When I was appointed a member of the management (in succession to Mr. Ritchie), it consisted of Mr. Anderson, Mr. Allan, Mr. Bayley, Mr. Bethune, and myself. The two former were the managing directors, Mr. Bethune and myself the assistant managers. The same minute which appointed me to that grade, promoted Mr. Bayley from it to that of managing director, so soon as he should be legally "qualified," which was carried out in June, 1867. Mr. Anderson died in 1868, and a few months afterwards Mr. Sutherland was appointed an assistant manager.

32. The important position filled by the assistant managers is proved by the fact that the general business of the company is conducted, in the absence of the managing directors, by the assistant managers as unrestrictedly as if they were present. The authority of the latter, to represent the company, in their absence, is perfectly recognised, and it is marked in a manner that cannot be gainsaid. All documents issued by the management are signed indiscriminately by either managing directors or assistant managers. It is, in fact, impossible to tell from the document itself, to which of these two classes the signature belongs; because all those issued by the management have invariably attached to them the *proof* of this uniformity of authority, by having appended to the signature the words "for the managing directors," without reference to which of the five members of the management may sign the document. All the assistant managers exercise the same powers, and are designated on the pay-roll by the title of "assistant managers," while the identical phrases are used at the present day, in describing them, which were applied to Mr. Allan in 1849, who was then described (as above) as "attached to the managing directors' staff," while serving as assistant manager.

33. The report issued by the Board in June, 1872, announced the retirement of Mr. Allan from the active duties of the management, and Mr. Sutherland's promotion to be a managing director in consequence thereof. The report of 29th November, 1872, stated that Mr. Bethune had been transferred to the office of Secretary; I was thus left the *sole manager* of the company, and for six years had been the only nautical member of the management. Mr. Bayley had led me to believe he contemplated an early retirement from the executive, which, in the meantime, consists of himself and Mr. Sutherland, aided by "*advice*" only from Mr. Allan, as expressly stated by the chairman. Yet we have now to deal with a competition never before witnessed, and our own business has expanded to an extent represented by a sea-going tonnage of 114,000 tons, as compared with 85,000 tons in 1866, and they have to solve the all-important problem of adapting our fleet to the requirements of the Suez Canal traffic.

34. In January, 1868, more than a year after my appointment, an arrangement was made by the board on the resignation of Mr. Mann, who had been in charge of the Coal and Marine Stores Departments, *under the management*; by which the charge of the former was given to Mr. Bethune, and that of the Marine Store Department to myself, *in addition* to our previous duties. The minute of the Board referring to the former, says—"Mr. Bethune, as a member of the management staff, will make it an especial duty to supervise this department." That referring to myself, is as follows:—

35. "The duties of this department will consist in the supervision of the details of the outfit, repairs and alterations of the ships, and the supply of marine stores, in which much vigilance is required, for protecting the company's interests, both in keeping down the requisitions to the quantities actually necessary, checking unnecessary outlay in fittings, or repairs, and ensuring due economy, both as to price and quality of stores supplied, both for home and foreign stations."

36. "The managing directors propose that these duties should be assigned to Captain Bain as a member of the management staff, in whose ability and zeal for their due discharge they have full confidence. Captain Bain will be assisted by Mr. Underwood, the present chief clerk in the Marine Department, and salary £400. Captain Bain, in undertaking the important duties imposed upon him, does not seek, for the present at least, any increase of salary. The annual value of marine stores, including machinery, boilers, &c., may be estimated at not less than £200,000."

37. The circumstances attending the *adoption* of that minute are detailed at paragraph 58, and will show that my continuous efforts in favour of competition have been simply a matter of duty. It is I alone who can properly estimate how different might have been the company's position had Mr. Anderson lived to follow up the course he then proposed as contrasted with the comparatively limited success I have attained, since his death deprived me of that support which had had such good results previously.

38. I have already referred to the fact that only three of the ordinary members of the Board (Mr. Hadow, Mr. De Salis, and Sir William Hall) filled that office before my appointment, which may account for a limited knowledge at the board of the support due to managers to enable them to fulfil the duties of their peculiar position, and more especially that in which a sense of duty has placed me. The courteous appreciation which my efforts for reform had received prior to my statement of 18th November, 1872, from those directors with whom I had personal intercourse, previously, is completely in the manner in which I have been treated *in consequence of making that statement*, it is not for me to account for. I have, of course, my own conjectures, and I shall here mention a single statement to my detriment made even to myself which has a peculiar significance.

39. Every attempt of the present two senior managing directors to shut my mouth had failed, for from India, and even from the Clyde, my pen had supplied the place of personal remonstrances when the interests of the company required it. In October, 1872 however, when the management was reduced to three members, and I then the sole manager of the company, an attempt was made which, if successful, would have effectually *silenced me in future*. Mr. Bayley *then* told me that I was not then and never had been an assistant manager! Mr. Bethune and Mr. Sutherland being then removed from that grade, he added (with an obvious purpose) that neither had they held such an appointment.

40. That statement has led me to dwell at what would otherwise have been inexcusable length, upon that very grade in this section, and I need not do more, therefore, than point to the passage at page 70 of the special report of November, 1865, where Mr. Bayley, Mr. Bethune, and myself are spoken of in the following terms; and I may here add that Mr. Bethune's appointment only preceded my own by a few months.

41. "The administration of the affairs of the company demands, and always will demand, the daily attendance of competent and experienced officials, and since the changes referred to, this necessity has been met by the appointment to the post of *managers* of gentlemen whose length of service ranges from fifteen to twenty years, and whose knowledge of the business has been acquired in the exercise of responsible duties on the home and foreign stations. These gentlemen hold their situations under the board, and not under the managing directors, as was formerly the case, and the shareholders may feel assured that the executive of the company was at no time in more efficient hands than at present."

42. That this attempt was not made in ignorance of forgetfulness of the *facts*, is proved not only by the above statements, but also by the following. In the Board's Minute of 31st October, 1867, recording Mr. Bayley's proposed promotion and my appointment, he is styled the "*senior* assistant manager." In the Board's Report of 1st December, 1866, he is designated "now *one* of the assistant managers," and in the pay-roll of the office all three of us will observe are entered as "assistant managers," while the phrase you will also observe from paragraph No. 30, in reference to Mr. Allan, as assistant manager, is identical with that which refers to Mr. Bethune and myself in the minute quoted above. Beyond all in peculiar significance is the fact that Mr. Anderson's communication, above referred to, was not addressed to the "managing directors," but to the "management."

43. Having recounted above the composition and mutations of the management, I annex in a tabular form the *details* of these changes. I indicate also by the tonnage when I joined, and when I resigned, the different views held by the proprietors as compared with those of 1866 as to what number constitutes "daily attendance of competent and experienced officials."

85,000 Tons Shipping. 31st Oct., 1866.

* Mr. Anderson	
* Mr. Allan	
Mr. Bayley	
Mr. Bethune	
Capt. G. Bain	
5	

Feb., 1868.

* Mr. Allan	
* Mr. Bayley	
Mr. Bethune	
Capt. G. Bain	
4	

June, 1868.

* Mr. Allan	
* Mr. Bayley	
Mr. Bethune	
Capt. G. Bain	
* Mr. Sutherland	
5	

June, 1872.

* Mr. Bayley	
Mr. Bethune	
Capt. G. Bain	
* Mr. Sutherland	
4	

6th Dec., 1872.

* Mr. Bayley	
Capt. G. Bain	
* Mr. Sutherland	
3	

114,000 Tons Shipping

13th Dec., 1873.

* Mr. Bayley	
* Mr. Sutherland	
2	

* Denotes Managing Directors.

(*To be Continued.*)

FAMOUS BRITISH REGIMENTS.

THE LIFE GUARDS.

(*All the Year Round.*)

THE first body of men enrolled to specially guard the person of the sovereign seems to have been a corps of twenty-four archers, chosen by Richard Cœur de Lion in Palestine, and called by him Sergeants-at-Arms, who kept watch in complete armour round the royal tent, to guard him from the Moslem sabres. Henry the Seventh established a band of fifty archers for the same purpose, and denominated them Yeomen of the Guard. Henry the Eighth, always fond of splendour, had also fifty "spears" to attend him, each spear attended by an archer and two men-at-arms. This corps was disbanded, but revived by Henry the Eighth again in 1559, under the title of Gentlemen-Pensioners. In Elizabeth's time, Raleigh was Captain, and the queen was proud of her handsome attendants.

During the Civil War, some noblemen and gentlemen of quality formed themselves into a troop of guards to protect King Charles's person, and their servants constituted an auxiliary troop. A third troop was also formed for the queen, and styled "Her Majesty's Own Troop." These gallant gentlemen signalised themselves in many fights with the Ironsides, till at last they were nearly all shot and sabred under the walls of Chester. When the Restoration was in progress, Charles the Second, having upwards of three thousand Cavaliers who had rallied round him at Breda, determined to form a body-guard. He therefore selected eighty gentlemen, formed them into a corps of Life Guards, and appointed Lord Gerard (afterwards Earl of Macclesfield), their captain and commander. These Guards, while the merry king was in Holland, mounted guard twenty at a time, and twenty (ten on each side) accompanied his ponderous coach. Within the month the Life Guards were increased to about six hundred. At the tumultuous entry into rejoicing London, the king's twelve ministers rode at the head of three squadrons of the Life Guards, the cavalcade being led by troops of gentlemen in cloth of silver, blue, grey, and black, while six hundred mounted liverymen followed in black velvet coats and gold chains. On the following day, the Life Guards, six hundred strong, were paraded in Hyde Park before the Duke of Gloucester, the king's brother. The Life Guards then wore broad-brimmed Cavalier hats, with white feathers drooping to the back. Their scarlet coats were ornamented with gold lace, their broad white collars spread over their laced shoulders, their waists were girt with scarlet sashes tied behind. The men wore ruffles at the wrist, and their long hair fell in masses on their shoulders. They wore high jack-boots, cuirasses, and helmets; their weapons were carbines, pistols, and swords. The long tails of their horses on state occasions were usually tied up and decorated with ribands. The regiment gradually drooped, after the first fever of royalty wore out, and as the king's evil qualities developed, to four hundred men.

The year after the Restoration, the new regiment first fleshed its maiden swords. On January, the 6th 1661, a band of about sixty mad Anabaptists, led by Venner, their preacher, proclaimed "King Jesus," and sallied out of their meeting-house, in Swan-alley Coleman-street, to set up the Kingdom of Christ with the sword. They repulsed the city train bands, but hearing the Life Guards were coming, retreated to Caen Wood. A detachment of Life Guards, and two hundred foot, beat them up about midnight, and after a short skirmish, the Anabaptists fled. Early on the 8th, twenty of the Life Guards, under Colonel Corbet, met them again in Wood-street, Cheapside. A sharp fight took place and some twenty of the rebels, and Venner himself, were killed or ridden down. The rest fled, and took refuge in a house, which they defended desperately. At last, surrounded and hemmed in, the remnant was taken. They lost about twenty men in the skirmish (killing as many of the Guards) and a preacher, and twenty more were hung, drawn and quartered.

Soon after this tussle the king augmented the corps of Life Guards to five hundred men, and divided them into three troops—"His Majesty's Own," "the Duke of York's," and "the Duke of Albemarle's." The Captain of the king's troop received one pound ten shillings a day, the lieutenants fifteen shillings, and the men four shillings. The corporals of the Life Guards were at this time commissioned officers ranking (in 1679) as eldest lieutenants of horse, and were generally called by courtesy brigadiers. In 1661, when the servants of the French and Spanish ambassador came to blows on the landing of the Swedish ambassador at the Tower, and several persons were killed, the Life Guards had to interfere. In 1664, King Charles introduced the practice of having a party of Life Guards stationed inside the palace on gala and festive days. During the time of the Plague, the Life Guards attended the king in his progresses, and during that almost equally terrible calamity, the Great Fire, they were under arms the whole time, escorting the king and duke, or helping the distressed and scared people. At this period no recruit was admitted to the Life Guards till he had taken the oath of allegiance and supremacy. This was a means of excluding all Puritans and Roman Catholics. In 1666, the king granted the Guards precedence of all other cavalry, and gave the captains the rank of eldest colonel of horse, the lieutenants the rank of eldest majors, the cornets that of eldest captains. The year after the strength of the three troops amounted to thirty-five officers, twelve trumpeters, three kettle drummers, and six hundred private gentlemen. In 1668, the king, appointed his favourite son, the Duke of Monmouth captain and colonel of the king's own troop. This appointment was made publicly at a review in Hyde Park, the trumpets sounding and drums beating as the Duke rode to his troop. In 1670, the king went for the first time to Parliament by land, escorted by the Life Guards, a practice which became general after the destruction of Whitehall by fire in 1699. At the state funeral of the Duke of Albemarle (Monk), the procession was closed by the Guards, who followed the effigy of the duke, which was clad in blue armour, and borne in a chariot covered with black velvet. The Guards at this time were quartered in Drury-lane, Westminster, and Charing Cross. From 1671 to 1810, the Guards were always employed to guard treasure sent from London to Portsmouth, and were also engaged in aiding the excise officers to collect the revenues, and guarding the treasure on its way to London.

The Guards' real fighting began in 1672. When England and France made war on the Dutch, one hundred and fifty of the Life Guards were sent to Flanders under the command of the Duke of Montmouth and the Earl of Feversham. At the seige of Maestrich the English troops greatly distinguished themselves. The duke at a dash carried the counter scarp and the outward half-moon before the Brussels gate; in spite of the springing of several mines, which blew sixty of the assailants into the air. The enemy recovering the works by a furious sally, Monmouth and Churchill (better known as the great Marlborough) flung away their carbines and their swords, leaped with twelve gentlemen of the Life Guards, who volunteered, over the trenches, rushed through a sally-port, and rallied our retreating infantry. They soon drove back the Dutch, and regained the outer half-moon. A few days after, the besieged beat a parley, and surrendered the town. In the two campaigns the Life Guards lost fifty men.

In 1678, when war was declared with France, a division of horse grenadiers was added to each of the three troops of Life Guards. The former carried fusils with bayonets, hatches, and a grenade pouch full of hand-grenades. At the same time the kettle-drummers and trumpeters were ordered to wear velvet coats trimmed with silver lace, and blazoned back and breast with crown and cypher, the trumpet banners being trimmed with gold and silver fringe. At the same period the king's troop was distinguished by blue ribbons and blue carbine belts, the queen's by green ribbons and green velvet carbine belts, the duke's troop by yellow ribbons and carbine belts. The two captains especially waiting on the king carried ebony staffs with gold and silver heads—being, in fact, the precursors of the modern gold and silver sticks in waiting. In 1674-8 rifled carbines were issued to each troop of Life Guards—the first introduction of rifled weapons, says the chronicler of the regiment, into the British service. In 1684, the Life Guards are described as wearing scarlet coats and red cloaks lined with blue. The standard was crimson, with the royal cypher and crown, the guidon being rounded and slit at the ends. The grenadiers of the three troops wore blue, green, and yellow loops to their coats.

In the Duke of Monmouth's rebellion, the Life Guards did good service, and at Sedgmoor, after three hours' fighting, scattered the right flank of the rebels. They were also at the passage of the Boyne with King William, where their loss was heavy. In the war in Flanders three troops of the Life Guards fought for the king, and at Steenkirke did their best to turn the day. At Neerwinden, in 1693, King William headed the Life Guards in person to relieve some broken Hanoverian and Dutch horse. The Duke of Ormond, colonel of the second troop, had his horse shot under him, was severely wounded, and taken prisoner. Driven back as last by a deluge of twenty-two fresh squadrons, the king lingered so long that he was all but surrounded, and was only rescued by a dash of the third troop of Life Guards, led by the Honourable Hatton Compton, who held the enemy in check for a time. Compton was promoted at once to the rank of colonel. The Life Guards were also at the surrender of Namur, where their brigadier-general arrested Marshal Boufflers, one of the prisoners, for the non-fulfilment of terms. King William made many alterations in the Guards' uniform. Gold lace was substituted for silver on their coats, and feathers, which they had discontinued, were resumed—scarlet, white, and green for the three different troops.

The Life Guards were not employed in Queen Anne's wars, the queen being afraid of Jacobite plots. In 1742, the king, taking up the cause of the Queen of Hungary, sent over sixteen thousand men to Flanders under the Earl of Stair, and among these were two troops of Life Guards.

At Dettingen (1743), under the king's own eye, the Life Guards behaved like true Englishmen, and at Fontenoy the Life Guards were also present, and gallantly covered the retreat.

"Gentlemen," the Earl of Crawford cried to them, as they turned to face the enemy, "mind the word of command, and you shall gain immortal honour." The Life Guards had seven officers wounded in this battle.

The Life Guards, who, as home troops, had had the painful duty of quelling the weavers' riots in 1719, were also active against the Gordon rioters in 1780, and the Burdett rioters of 1810. In 1812, the regimental uniform was changed; cocked hats and feathers were discontinued, and bi.ss helmets, with black horse-crests, à la Grecque, substituted; the long, old-fashioned coats, with gold lace on the front, skirts, and cuffs, were reglaced by short coatees, with gold lace on the collars, cuffs, and ends of the skirts only; a scarlet and gold-lace sash was adopted for the officers, and a blue and yellow sash for the men. Jack-boots and leather breeches were used on state occasions; for ordinary duty blue-grey pantaloons, with scarlet seams, and short boots. The old muskets and horse-pistols were sent to the Tower, and short carbines and small pistols issued in their place.

After more than sixty years of home service of luxury and pageantry, four squadrons of the Life Guards, in 1812, were sent to Portugal to help to chase the French out of Spain. But the mountain country gave the big men on the big horses few opportunities for fighting. At the great rout of Vittoria, however, they came into action in the pursuit along the Pampeluna road, and helped in the tremendous overthrow of poor King Joseph. In April, 1814, the Life Guards escorted Louis the Eighteenth into London; and when the Prince Regent and the allied sovereigns reviewed them, June the 20th, in Hyde Park, a sub-division of the Second Life Guards appeared in cuirasses, which had been laid aside for upwards of a century. The black horsehair crests to the helmet were now discontinued, and blue and red woollen crests adopted, with a stiff scarlet and white plume on the left side of the helmet; sabretaches were added to the sword-belts, the scarlet horse furniture was replaced by sheepskin shabraques—black for the officers, and white for the men; the horse-rug was blue trimmed with gold lace, and the men's sashes were scarlet and yellow, instead of yellow and blue.

But the Waterloo campaign gave the Life Guards an opportunity of gathering up their arrears of glory. At the first alarm at the outbreak of the unchained lion of Elba, both regiments of Life Guards were sent to Ostend. The First was commanded by Lieutenant-Colonel Ferrier, the Second by Lieutenant-Colonel the Honourable E. P. Lygon, the first cavalry brigade being commanded by Major-General Lord Edward Somerset and Lieutenant-General the Earl of Uxbridge. On the 17th of June, 1875, Wellington, falling back to keep up his communications with Blücher, was pressed by the French cavalry in Genappe. The Seventh Hussars failing to break the French lancers, the Earl of Uxbridge ordered the First Life Guards to charge, and the lancers were instantly scatteted to the winds.

At Waterloo the Life Guards fought like knights of romance. When the French made their desperate attacks, column after column, with vast masses of artillery, on our centre and somewhat shook it, a body of cuirassiers were seen ascending the crest of our position. The first cavalry brigade then deployed, advanced, and halted a few minutes between our first and second lines, not one hundred yards from the enemy's ranks. The slips were pulled, and in a moment they charged in line with tremendous effect. The First and the Second Life Guards encountered first cuirassiers, then the Second Life Guards encountered were the Carabiniers à Cheval, the very cream of Napoleon's cavalry.

"The cuirassiers of the French Imperial Guard," says a military writer of 1815, "were all arrayed in armour, the front cuirass in the form of a pigeon's breast, made effectually to turn off a musket-shot, unless fired very near, owing to its brightness. The back cuirass is made to fit the back. The cuirasses weigh from nine to eleven pounds each, according to the size of the man, and are stuffed inside with a pad; they fit on by a kind of fish-scaled clasp, and are put off and on in an instant. The men have helmets the same as our Horse Guards, and straight long swords and pistols, but no carbines. All the accounts agree in the great advantage that the French cuirassiers derived from their armour. Their swords were three inches longer than any used by the allies, and in close action the cuts of our sabres did no execution unless they fortunately came across the neck of the enemy. The French feeling themselves secure in their armour, advanced deliberately and steadily, until they came within about twenty yards of our ranks, as a musket-ball could not penetrate the cuirasses at a greater distance. The cuirass, however, was attended with one disadvantage; the wearer, in close action, cannot use his arm with perfect facility in all directions; he chiefly thrusts, but cannot cut with ease. The cuirassiers are all chosen men, are required to be above six feet high, must have served in three campaigns, and have been twelve years in the service, and of a good character; and if there is a good horse to be found, they have it. It is to be observed that a wound through a cuirass mostly proves fatal."

The Marquis of Anglesea was in the rear of our last troop of cavalry, when looking behind him, he observed a French regiment formed across the road to charge. He instantly turned round, and alone galloped back towards the enemy, waving his hat to his soldiers, who had advanced some way on their retreat and were at a considerable distance from their general. Major Kelly, of the Life Guards, was the first person to join his lordship at full gallop, and these two heroes remained for a minute or two close in front of the French, who did not stir, amazed, as it would seem, by the gallantry which they witnessed. The regiment soon came up, and dashed pell-mell amongst the enemy, who were entirely overthrown.

The Life Guards, although at first somewhat daunted at the idea of meeting men in armour, by their physical strength appalled the veteran enemy. Often, in the conflict of La Belle Alliance, did the Earl of Uxbridge turn his eye towards them, exclaiming "Now for the honour of the Household Brigade." Major Kelly, of the Life Guards, encountered and killed the colonel of the First Regiment of French Cuirassiers, after which he stripped the vanquished of his epaulets, and carried them as a trophy. One man is known to have had three horses shot and was taken prisoner; but being rescued by light dragoons, he returned and remounted to the charge.

"The First Life Guards," says an officer of the Second, who was present, "have lost Colonel Ferriar and Captain Lind, and several of the officers have been wounded. Lieutenant-Colonel Fitzgerald was killed by a cannon-shot soon after the first charge. Captain Irby was taken prisoner, his horse having fallen with him in returning from the charge. He has since made his escape and joined us; but they have stripped him of his clothes and money, and threatened to take his life. Lieutenant Waymouth is missing, but supposed to be taken prisoner. Colonel Lygon and most of the officers had their horses wounded during the action. About ten P. M., the army bivouacked for the night; there was then only one subaltern with two corporals and six privates of the Second Life Guards remaining, and about double the number of the First Life Guards, but no officers, all or most of them having been dismounted. The command of the remains of the two regiments for the night was given by Lord Edward Somerset to the remaining officer of the Second Regiment.

"Several of our men who had their horses shot during the battle, joined us, mounted upon horses which had lost their riders, some belonging to our regiment, others belonging to the First Life Guards, &c., and many French. The stragglers of the other regiments are simil